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SCOTTISH SPORT

UPSET IN FOOTBALL FORM.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 29th.

The Scottish League programme suggested highly interesting sport, and for once expectations were fully realised. Seldom has popular fancy and current form been so flagrantly flouted. There was next to nothing, to indicate that Heart of Midlothian, high on the crest of the wave would find themselves deep in the trough; that Hibernian, after their brilliant opening at Cathkin, would fall at home to Aberdeen; that Clydebank, supreme at Pittodrie, would hold the mighty Celtic to a creditable draw; or that Falkirk, fresh from snatching a point at Ibrox, would be vanquished on their own ground. Yet all these happened, and of such glorious uncertainty is rekindled the affection of the crowd for the Association game. And if to confound confusion worse, Clyde, hopelessly outclassed by Hearts turned round and vanquished the conquerors of Dundee. Of all the surprise results that at Dundee was the most inexplicable, in so far that the display of the home team at Kirkcaldy the previous week was less than moderate. A week ago against Clyde the forwards of Hearts were brilliant in the outfield and penetrative at goal, and if their defence showed signs of weakness at times these were more than covered up by the brilliance of the attack. But now this same brilliance was apparent only in the opening and closing periods, the weakness most of the time, and when Dundee discovered where the latter lay they exploited it with such good effect that they ran out the easiest of winners. After their slip against Falkirk during the week, Rangers were giving nothing away to St. Mirren, and the Paisley club were defeated in decisive fashion. Without disparagement to St. Mirren, it is certain that a similar fate would have befallen many a better side, for the brilliance of the Champions' footwork during the first quarter of an hour would have swept aside any opposition, and backed up as it was by a deadliness in the goal area that was unerring, it is little wonder that the Paisley defence yielded up five goals.

Rangers, 2; Falkirk, 2.
Third Lanark, 0; Morton, 2.
Hibernian, 0; Aberdeen, 1.
Dundee, 5; Heart of Midlothian, 1.
Clyde, 2; Raith Rovers, 1.
Falkirk, 0; Ardronians, 2.
Rangers, 5; St. Mirren, 0.
Clydebank, 0; Celtic, 0.
Queen's Park, 1; Third Lanark, 0.
Ayr United, 0; Kilmaronock, 0.
Hamilton Academicals, 2; Motherwell, 1.
Morton, 1; Partick Thistle, 2.

RAIN SPOILS CRICKET.

Though other two weeks will be required to complete the Western District Union schedule of matches, cricket was virtually brought to a close on Saturday. And once again enthusiasts had the exasperating experience of the weather spoiling the play in all the principal matches. In the East, however, several games, though none were of the first importance, were carried through. The unsatisfactory ending to the match between Stirling County and Forfarshire, the last of the Scottish Counties Championship fixtures, left the positions of the clubs unaltered. Carlton finished their season without having sustained a reverse, and have thus achieved a distinction possessed by no other first class club in the country. Their concluding fixture with Dunfermline Carnegie again showed up the team in most favourable light, and they scored 205 for the loss of only three wickets when they closed their innings. The outstanding feature of the match was the batting display of W. H. R. Alderson, who in an hour and a quarter scored 107 not out.

Principal results—
Forfarshire, 142; Stirling Co., 5 for one.
Carlton, 203 for 4; Dunfermline Carnegie, 89.
Ayrroath, 171 for 9; Kirkcaldy, 29.
Dunfermline, 123; Forfar, 43.
R.H.S., 26 for 9; Leith Franklin, 88.

GOLF VICTORY FOR ALEX. MANN.

At Carnoustie, Alexander Mann, a member of the neighbouring club of Panmure, won the "Dundee Telegraph" cup beating William Cook, Kingsknowe, on the eighteenth green. Mann is 44 years of age. A native of the Dundee district, he learned his golf at Menfith. For ten years he was in the jute business in India, and during these years he thrice won the amateur championship and in another year he was runner-up. Coming home for good during the war, he is now in business as a stockbroker in Dundee. A scratch man at Panmure and also in the Carnoustie Club, which he joined last year, Mann hits a long ball, and is altogether a very sound golfer, putting with a lofted club, which sends the ball up to the hole with a little pitch.

In the Scottish Hard Courts Championships at St. Andrews, the Gentlemen's Singles was won by G. M. Elliot, Merchiston, who beat E. C. Macintosh, Dundee. In the Ladies' Singles, Mrs. Robin Welsh, St. Andrews, beat Miss M. K. Jenkins, Edinburgh. In the mixed doubles, Mrs. Robin Welsh and G. M. Elliot beat Miss A. B. Macdonald, Alloa, and C. M. Walker, Larbert.

BOYS' GOLF INTERNATIONAL.

Scotland's boy golfers proved themselves worthy understudies of their older fellow-countrymen, by defeating a strong team of English youths by a substantial margin. To Dunbar fell the honour of housing the first international boys' golf match, and an interesting ten-a-side contest over 18 holes on the picturesque course by the side of the Forth finished with a fine win for Scotland by 6 matches to 3, one game being drawn. The international formed a prelude to the Boys' Championship, which is being held at Dunbar during the rest of this week.

A SIXTH CENTURY VILLAGE

Further discoveries of an interesting character, demonstrating the existence of a large Anglo-Saxon community at the old-world Warwickshire village of Bidford-on-Avon, probably early in the sixth century, have been made as a result of the completed excavation of the ancient burial ground. Mr. J. Humphreys, president of the Birmingham Archaeological Society, states that in some places on a one-acre site the burials were only 2 ft. beneath the surface; in others twice the depth. Over 100 interments were discovered. The majority of the skeletons were those of young people, and some were well preserved; in others only a portion of the bodies remained, and the jaws and teeth indicate strong individuals.

Numerous interments in cinery urns were also discovered. The bodies were buried and the bones broken into small pieces, and placed in a roughly-lashed pottery run of coarse earthenware. Weapons of iron, spears and lances, with open sockets, knives, and needles of shields were found with the bodies of the men. Various ornaments were buried with the women, such as necklaces of coloured glass and amber beads, and bronze brooches of various patterns. Two articles were unique—one an ornamental shield and the other a fine bronze bowl. No trace was discovered of a Saxon dwelling, nor of Roman remains, except a few pieces of pottery.

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BOOKING AT THE THEATRE

THE GOVERNMENT'S SURPLUS FUNDS.

INTERESTING QUESTIONS BY THE HON. MR. LOWE.

The Hon. Mr. A. R. Lowe has given notice of his intention to ask at to-morrow's meeting of the Legislative Council the following questions:—

1.—Will the Government explain under what rules and regulations it acts with regard to the employment (and at what rate per cent.) of the large surplus funds apparently at the disposal of the Government as evidenced by the latest published Monthly Cash Statement for May contained in the *Government Gazette* of 10th August, 1923, wherein it is shown that there is \$7,837,487.42 deposited with the Crown Agents in London and Investments costing \$5,677,392.25 (representing a market value of about \$7,010,000) less a balance (presumably in local banks) of \$1,221,838.30 and also state whether it is satisfied with and intends to increase its recent investments of \$21,000 in Queensland (Government Stock)?

2.—Assuming the following figures to be correct will the Government consider the advisability of reducing taxation in the shape of Rates and for Liquor Duties?

Revenue (excluding Land Sales)	Recurrent Expenditure	Appropriated out of Surplus	Surplus Balance
\$120,143,322	\$1,193,715	\$1,193,715	\$4,490,298
\$121,004,034	\$1,284,137	\$1,284,137	\$4,478,743
\$122,19,619,211	\$1,387,396	\$1,387,396	\$4,467,041
\$123,17,007,270	\$1,490,655	\$1,490,655	\$4,455,386

3.—Will the Government explain the legal difficulty referred to by the Officer Administering the Government in 1922, which prevents His Excellency the Governor exercising his rights of repayment conferred by the Ordinance governing the War Loan of \$3,000,000 of 1916 and, if it is the case that the borrowers have been given better terms than the Ordinance authorities further explain who the officials are who have caused the resulting loss to the Colony through 6 per cent. being paid on the loan and the money available to repay it being invested elsewhere at a lower rate?

4.—In view of the fact that there is a clause in the local Ordinance giving the Crown Agents power to use the Sinking Fund monies to repurchase and cancel any part of the Inscribed Stock Issues of 1913 and 1916 whenever the loan is below par, have the Government drawn the attention of the Crown Agents to the matter since the last Budget Debate and, if so, what answers have been received?

PUBLIC WORKS DEPARTMENT EXPENDITURES.

5.—To enable the Council to obtain a comprehensive grasp of the cost of the Public Works Department services will the Government lay on the table a Statement showing, in parallel columns, the following particulars for the decade ending 1920, and also up to date, viz:—

1. Personal emoluments and other charges
 2. Annually recurrent works
 3. Total emoluments and recurrent charges
 4. Estimates for Extraordinary Works
 5. Actual cost of Extraordinary Works
 6. Percentage of actual to estimated extraordinary works
- and also instruct the Director of Public Works to incorporate such information in his annual report in future.

THE PESTS OF THE MIDDLE LEVELS.

SEQUEL TO SUNDAY'S ARREST.

Two of the men arrested by the police on Sunday on suspicion of having been engaged in various armed robberies on the Middle Levels, were brought before Mr. Melbourne at the Magistracy, yesterday, charged with having taken part in two armed robberies in Bowen Road on the 28th and 29th ult. when a number of school boys were held up and robbed of certain personal belongings. The first defendant was also charged with offering resistance to the police who attempted to arrest him in that he fired a revolver at them in Glenelg. He was further charged with unlawfully having the revolver and six rounds of ammunition in his possession.

Both men pleaded "guilty" to the common charges of robbery, concerning the third charge, the first defendant made a statement that the police fired at him and that he was compelled to fire at them. He pleaded "guilty" to the fourth charge of unlawful possession.

Inspector Pinnett asked for a formal remand which was granted.

WEDDING.

BAILEY—RIDER.

St. John's Cathedral, yesterday afternoon, was comfortably filled on the occasion of the wedding of the Rev. Howard Sinclair Bailey who is temporarily officiating as Vicar of St. Andrew's Church, Kowloon, to Miss Ella Margaret Tuckwell Rider, of Southampton, England. The bridegroom is the second son of Mr. and Mrs. T. H. Bailey, Wokingham, Berks, England, and he is perhaps best known in the Colony for his work in connection with St. Paul's College, Lower Albert Road, of which the Bishop of the diocese is the Warden. His bride is the eldest daughter of Mr. and Mrs. A. B. Rider, of Southampton.

Much interest was evinced in the wedding in Church of England Mission circles in Hongkong, and a large number of missionary workers and students from the Church of England Mission schools were present at the Cathedral. St. Paul's College and the Diocesan Girls' School, were strongly represented. A display of beautiful white flowers in front of the choir stalls brightened the interior of the Cathedral and the only regret was that the very fine organ which the cathedral possesses could not be fully used for the occasion, it being under repair. Mr. Temple Bevan, the organist, however, made what use of it was possible to accompany the hearty singing by the congregation of the hymns, "Lead us, Heavenly Father, Lead us" and "Praise my Soul the King of Heaven."

The bride, who entered the Cathedral on the arm of Mr. H. T. Jackman, Assistant Director of Public Works, looked exceedingly pretty in a dress of white crepe de chine embroidered with silk and beads and trimmed with silver cord, with a 'girdle of silver beads'. Her train was of flowered crepe de chine, trimmed with silver cord and she wore a net veil and carried a bouquet of white roses, lily roses and maidenhair fern. Miss Norma Mortimer attended as bridesmaid, attired in a gown of pale mauve crepe de chine, trimmed with silver and wore a black velvet hat. She carried a bouquet of pale pink roses. Little Miss Anne Evans as bearer made a sweet picture in her frock of white silk and net trimmed with silver. The duties of "best man" were performed by the Rev. E. K. Quick, St. Stephen's College, Hongkong.

The wedding ceremony was performed by the Venerable Archdeacon E. J. Barnett, assisted by the Rev. H. V. Copley Moyle, Chaplain of the Cathedral, and the Rev. A. D. Stewart, Vice-Warden of St. Paul's College.

At the conclusion of the service a reception was held at the Bishop's House where a large number of those who had witnessed the ceremony congregated to offer their felicitations to the newly married couple. The following is a list of guests invited to the reception:—

The Lord Bishop (Dr. Duppuy), The Archdeacon (E. J. Barnett) and Mrs. Barnett, Rev. A. D. Stewart and Mrs. Stewart, Mr. Berber, Mr. H. T. Jackman and Mrs. Jackman, Miss Mortimer, Rev. E. K. Quick, Miss Pitts, M.B.E., Mr. Warner, Mr. F. A. Britton, Miss Taylor, Rev. N. Evans and Mrs. N. Evans, Rev. C. B. Shann, Rev. J. T. Hohnlan, Rev. H. V. Moyle, Rev. W. T. Featherstone and Mrs. Featherstone, Rev. G. T. Waldgrave, Miss Hollis, Miss Beswick, Mrs. Cooper, Miss Ferguson, Mrs. Jenkinson, Mr. Percy Smith, Mr. H. O. Hughes, Dr. Shellshear and Mrs. Shellshear, Mr. J. R. Wood and Mrs. Wood, Capt. Fagg, Rev. Hewitt, Miss Fothergill, Miss Dury, Miss Havers, Miss Aspinall, Mr. G. W. Sellars, Mrs. E. Dargan, Smith, Miss Russell, Miss Griffiths, Miss M. Ho Tung, and Mr. and Mrs. S. S. Leung.

The bride's going away costume was of pale pink georgette over pink crepe de chine with lace collar and she wore a brown crinoline hat and brown shoes and stockings to match.

THE FIRST TAXI CASUALTY.

The Taxi Cab Co. has opened its casualty list. On Monday it was reported to the police that taxi cab 166 had knocked down a Chinese man aged 53 years in Water Street. Fortunately, the man's injuries are not serious.

By his will, proved at \$24,443, Mr. Patrick Gardiner, retired merchant, made many gifts to various charitable and educational organisations. He directed that he should be "buried in an inexpensive and unostentatious manner in a vicar coffin."

COMPANY MEETING.

DOUGLAS STEAMSHIP CO., LTD.

The annual general meeting of the Douglas Steamship Co., Ltd., was held at the Company's offices, Des Vaux Road Central, yesterday morning. Mr. G. W. Barton presided, and there were also present the Hon. Mr. A. O. Lang, Mr. D. G. M. Bernard and Mr. W. E. Clarke (directors), and Messrs. G. P. Larmont, Ho Leung, Chun Tong, Chua King Yue, F. J. Gill, S. T. Williamson, and M. A. Razack (shareholders), and Mr. C. O. Farmer (secretary).

The Chairman said:—Gentlemen, the report and accounts, with the auditors' report attached, having been in your hands for some time, I will with your permission take them a read, and I trust that the proposed distribution of profits will meet with the approval of the shareholders. That the result of the year's working has proved so satisfactory in these times of stress and unrest in China, which have been continuous during the whole period under review, is due in great measure to the confidence in, and support of the Company by our old friends, British, foreign and Chinese, who doubtless appreciate our endeavours to maintain a constant and regular service in spite of the difficulties with the elements and other conditions.

The change of the date of the annual meeting to December 31st we trust will suit shareholders.

I think the only item in the accounts that calls for explanation is under the heading, Wharves, etc., Cost account. The increase in this amount from last year's figures represents the cost of purchase of fore-shore rights and a considerable overhaul of the Douglas Wharf. This matter was referred to in the Chairman's speech at the last meeting.

During the last half of the year we purchased the American steamer *Repose*, and after some changes that are now being made in her internal construction, she should prove eminently satisfactory for our coast run, both as regards passengers and cargo. We hope to have her in commission early next year under the new name of *Hui Ning*.

The loss shown in last accounts on the sale of the *s.s. Hui Ning* has been more than recovered by the realisation of the balance of the sale money in sterling at a favourable rate of exchange.

Typhoon at Swatow 2nd and 3rd August, 1922. We made a contribution of \$500 to the Relief Fund, which amount appears to debit of profit and loss account, and in addition we carried many shipments of rice and provisions free of charge for the relief of the sufferers, for which our friends in Hongkong and Swatow were exceedingly grateful and much appreciated it. We trust our action has the approval of shareholders.

As regards the future, it is never wise to prophesy, but I may say that the earnings for the last three months have been on a fairly average basis and, should results justify it, a dividend for the six months' working might be warranted.

The recent acquisition of a steam launch for use in Swatow harbour should greatly improve our facilities at that port as regards passengers and cargo.

The Chairman then proposed the adoption of the report and accounts as presented with the auditors' report attached, and the distribution of profits as therein stated.

Mr. Larmont seconded the motion, which was agreed to.

On the proposition of Mr. Williamson, seconded by Mr. Chua Tox, Messrs. D. G. M. Bernard and Mr. W. E. Clarke and the Hon. Mr. A. O. Lang were re-elected members of the Consulting Committee.

On the proposal of Mr. Ho Leung, seconded by Mr. Gill the Hon. Mr. A. R. Lowe and Mr. C. Bernard Brown were re-elected auditors for the year at a fee of \$250 each.

ARMED ROBBERY.

MONEY CHANGERS' SHOP ROBBED.

Armed robbers paid a visit to the Woo Ki money changer's shop, No. 109, Slang-jai Street, on Monday evening, and held up the mistress of the establishment. She was standing behind the counter when two men came into the shop and pointed revolvers at her, whilst a third man stood on guard outside the door. The mistress was driven to the back of the premises and the robbers ransacked the place, getting away with \$200 in money.

PAY OF A RIVER-BOAT'S CREW IN ARREARS.

HOW THE CAPTAIN HOPED TO RECOVER IT.

An amazing story was told in the Marine Court, yesterday morning by the Chinese master of the *s.s. Sun On*. In the coolest and most matter-of-fact tone he told the Magistrate (Commander C. W. Beckwith) that as he and his crew had not been paid for some months, he decided to run the *Sun On* out of port, load her up with salt outside of Mah Wan Island, and then carry on to Macao and get rid of it. In this way he expected to make up for the loss of pay.

Unfortunately, however, he was seen loading up behind Mah Wan Island, and the authorities in Hongkong thought the matter suspicious. The ship was detained, unloaded, and enquiries made, with the result that the master was charged at the Marine Court yesterday morning on two counts; firstly, that he unlawfully anchored his vessel behind Mah Wan Island after having received a port clearance in Hongkong to Wuchow; and, secondly, that he gave false particulars to the Harbour Master in his port clearance on September 28th last.

Chief Revenue Officer S. J. Clarke stated that he received information on the morning of the 28th ult., that the *s.s. Sun On* had been stolen from the Harbour. He told his informant that the matter was one for the police. At eight o'clock that same evening he was told there was a vessel anchored behind Mah Wan Island and behaving in a suspicious manner. He took a motor boat to the scene, and found the *Sun On* with a steam launch and a cluster of six junks round her. Five of the junks had finished loading her with salt, and the sixth was just discharging salt into her. Witness went on board of the vessel, looked at her master's papers, found them unsatisfactory, and took command. He had the whole of the cargo unloaded, and the work was finished that morning (yesterday), but nothing was found excepting the cargo of salt, and a lower cargo of iron.

Enquiries (continued witness) showed that the vessel had obtained a clearance for Wuchow from the Harbour Office, stating her to be in ballast. At the Imports and Exports Office a permit had been obtained for the *Sun On* to leave the Harbour for Wuchow, with a cargo of iron. Nothing was said about the salt whatever. Apparently the master had taken the ship out of port with the clearance order and the permit, and then, as soon as he arrived behind Mah Wan Island, a quiet spot out of the way of the Hongkong authorities, he had started to load up with salt. In witness's capacity as a Preventive Officer the salt had nothing to do with him. Whether or not duty had been paid on it was a matter for the Chinese Customs. But defendant had no right to anchor anywhere at all till he got to Wuchow after receiving a clearance for that port, and he was going against the law in giving false particulars when applying for the clearance.

Asked why he had anchored behind the island, defendant told his Worship that he and his crew had not been paid for some months and were without money. Accordingly he decided to run a cargo of salt up to Macao in order to make a little. He was aware that he had no right to go anywhere or anchor anywhere excepting Wuchow after having received a clearance for that port. He added, however, that he had no intention of defrauding the authorities, but intended coming back to Hongkong after he had loaded up with the salt, in order to alter the clearance. The reason the original mistake had been made was that he had not gone to the offices himself, but had sent different people to different offices.

His Worship told the defendant that he did not believe he had any intention of returning at all. He then asked defendant who the owners of the ship were.

The man replied that the vessel was owned by Lee Fat, and had been chartered by a man called Fat Hing, at Bangkok.

Inspector Bond, of the Water Police, told His Worship that the police had not been able to find the owners of the vessel. This was not the first time the *Sun On* had been before the Court, the last time being when the master was charged with giving false particulars in a clearance order.

His Worship fined the defendant \$100 on the charge of unlawfully anchoring behind Mah Wan Island, with the option of one month's imprisonment; and \$250 on the second charge, with the option of two months' imprisonment.

Since the owners of the vessel could not be found, Commander Beckwith ordered that no clearance should be granted her until the owners had turned up and reported themselves at the Harbour Office.

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PROCESS

FOR OCTOBER
ANDERSON'S.

Powell Ltd.

"JAEGER"
GOLF COATS AND SWEATERS

AFTERNOON
GOWNS

MERIDIAN
UNDERWEAR

NEW ADVERTISEMENTS

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

IT IS HEREBY NOTIFIED that Inspector S. BOYS is no longer in the Service of the above Society.

H. PROSE,
Hon. Secretary.
Hongkong, 1st October, 1923. [1376]

SALE OF HAND-KNITTED WOOLLEN GOODS at HONG KONG INSTITUTE on FRIDAY, the 5TH OCTOBER.

10 A.M. to 12.30 Noon.
3 P.M. to 5 P.M.

On behalf of the HONG KONG INSTITUTE at Kowloon.

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on **TUESDAY, the 9th day of October, 1923, at 3 P.M.** at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of **GROUND LAND** at Pokfulam Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area.	Value.
Lot No. 239.	Lot No. 239, bounded by the sea on the north and east, by the road on the south, and by the road on the west.	1.0000	25,000
	As per plan plan.		25,000

THE EAST ASIATIC CO. LTD. COPENHAGEN.

THE M/S "CHILE"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and put at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th of October, 1923, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on the 10th October, 1923, at 10 A.M.

All Claims against the vessel must be presented to the undersigned before 13th Oct. 1923, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNES & CO. LTD., Agents.

Hongkong, 2nd October, 1923. [1378]

RICKMERS LINE.

NOTICE TO CONSIGNEES.

From HAMBURG AND ANTWERP.

THE Steamship

"R. C. RICKMERS"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Tuesday.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 6th inst., at 10 A.M.

All claims must be presented within fifteen days of the arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

Consignees of cargo are hereby notified that they must produce an import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by NANNING & CO. LTD., Agents, RICKMERS LINE.

Hongkong, 1st October, 1923. [1371]

NOTICE TO CONSIGNEES.

The Steamship "VENEZIA"

From TRIESTE, VENICE, SPALATO, BRINDISI, PORT SAID, PORT SUDAN, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1st inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 10 A.M., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO. LTD., Agents.

Hongkong, 1st October, 1923. [1374]

INTIMATIONS

NOTICE OF REMOVAL.

THE OFFICES of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 15th July, 1923.

NOTICE.

MR. H. SCHMIDT has been Authorized to Sign our Firm Per Procuration. SIEMSEN & CO. [1370]

HONGKONG HOCKEY CLUB.

THE ANNUAL MEETING of the above Club will be held in the Hongkong Cricket Club Pavilion at 8.30 P.M., on TUESDAY, 9TH OCTOBER, by kind permission of the Hongkong Cricket Club. All those desirous of joining the Club are invited to attend.

L. R. BLACKING,
Hon. Secretary,
HONGKONG HOCKEY CLUB.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, HONGKONG, on FRIDAY, 5TH DAY OF OCTOBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from 27th September to 5th October, 1923, both days inclusive.

By Order,
M. MANUK,
Secretary.

Hongkong, 19th September, 1923. [1357]

"S.S. 'SONGHOI'"

BY ORDER OF THE MORTGAGEES.

TENDERS are invited up to the SIXTH DAY OF OCTOBER, 1923, for the purchase of the above vessel with Engines and Boilers and various Auxiliary Machinery on board.

Permits to view may be obtained on application to the Undersigned.

Tenders must be accompanied by a deposit of \$500 returnable after decision on the Tenders has been reached.

The Vessel was formerly known as the "S.S. 'HONGKONG'" and previously as the "S.S. 'ORIENTAL'".

PARTICULARS.

Port of Register—Haiphong.
A Single Screw Steel Steamer of I.H.P. 6,000 fitted with internal Electric Lighting.

Length overall between perpendiculars—410'3"

Depth—34'3"

Draft—23'3"

Gross Tonnage—5,294

Net—3,086

Cargo Cubic feet—127,550

Where—Greenoch

When—1888

By Whom—Caird & Co.

Bunker Capacity—Main Tanker Tons 417

Engines and Boilers made by—Caird & Co.

Cabin accommodation—140

Deck accommodation—108

The Ship is to be sold with all Life-boats, Life-preservers and Life-buoys, Deck Stores, Engine Room Stores, Commissary, Equipment, Silverware, Cutlery, Glassware, Cabin Fittings, Mattresses, Pillows, and Linen, as they now are on board the vessel.

All Tenders shall be deemed to have accepted the ship and the Purchaser will take the ship her Tackle, Appurtenances and Furniture and with all faults in the condition in which they are at the time the Contract for Sale is entered into.

Any Error, Misstatements or Misdescription of Particulars shall not vitiate any Sale made in pursuance of any Tender received hereunder or entitle the Purchaser to compensation.

The Vendor shall not be concerned to see to the Registration of the Ship but will at the cost of the Purchaser execute a Mortgagee's Bill of Sale in favour of the Purchaser.

The Vendor shall not be bound to accept the highest or any Tender.

Tenders will be received at the Office of the Undersigned, Prince's Buildings, Hongkong, up to the SIXTH DAY OF OCTOBER, 1923.

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees.

[1357]

PUBLIC AUCTION.

THE Undersigned have received instructions to put up for Sale by

PUBLIC AUCTION,

on THURSDAY, the 11th day of October, 1923, at 3 P.M., at the Auction Rooms of Messrs. LAMBERT BROTHERS, At No. 3, DUNDAS STREET.

The following Property—A DWELLING HOUSE known as No. 5, HILL ROAD, VICTORIA, in the Colony of Hongkong, and situate upon the REMAINING PORTION OF SECTION 3 OF MARINE LOT No. 183 and the REMAINING PORTION OF SECTION C OF MARINE LOT No. 189. The area of the property is 3,771 square feet and it is held for the term of 999 years from June, 1861, subject to the Crown Rents of \$123.37 and \$28.66.

Particulars and Conditions of Sale can be obtained at the Auction Rooms or from the Undersigned.

Messrs. HASTINGS & HASTINGS,
DENNIS & DOWLEY,
of Des Vaux Road Central.

[1351]

TO LET.

OFFICES in UNION BUILDING—One Room on Fifth Floor, Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 6TH and MONDAY, 5TH OCTOBER, 1923, commencing 3.15 P.M. each day.

The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform, Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing a Non-member to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LIVERMAN & DAVIS at \$5 each up to FRIDAY, OCTOBER 5TH.

The Stewards invite the Ladies of Hongkong to be present. [1340]

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF CALL.

ISSUE OF 50,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH (\$5,000 PAID-UP).

NOTICE IS HEREBY GIVEN that the THIRD CALL of \$2.50 per Share on each of the 50,000 Shares allotted on the 5TH DAY OF NOVEMBER, 1922, has been made by the Company, and that such Call will be payable to the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong, on the 15TH DAY OF OCTOBER, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from the 8th to 13th October, both days inclusive.

For and on behalf of the HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD., S. COURTNEY COOK, Secretary.

Dated the 21st day of September, 1923. [1335]

CURRIMBOY & CO., LTD.

THIS IS TO NOTIFY that during the Absence of Mr. JOSEPH HASSURU from the Colony, Mr. MOOSABHOY DHUNJI will act as Manager of the above Firm in Hongkong and is authorised to Sign Per Procuration for us.

CURRIMBOY & CO., LTD., J. HASSURU, Manager.

[1355]

VICTORIA RECREATION CLUB.

HARBOUR RACES

ON 18TH OCTOBER (conferred to Chinese of the Colony), 17TH OCTOBER (conferred to Ladies of the Colony), 18TH OCTOBER (open to the Colony).

ENTRANCE FEE OF \$0.50.

Entries for the above Close to the Undersigned on the 10TH OCTOBER.

R. C. WITCHELL, Hon. Secretary.

[1357]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG & SHANGHAI BANKING CORPORATION, CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, MESSAGERS BANK OF INDIA, INTERNATIONAL BANKING CORPORATION, NETHERLANDS TRADING SOCIETY, YOKOHAMA SPECIE BANK, HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order, D. K. BLAIR, Secretary.

HONGKONG RELIEF COMMITTEE.

Hongkong, 10th September, 1923. [1297]

S.S. "LOONGSANG"

THE Undersigned, from whom particulars can be obtained, invite OFFERS FOR THE PURCHASE OF THE WRECK of the above Vessel, as she now lies in Hongkong Harbour. The Wreck to be removed by purchaser in accordance with Conditions to be obtained from the Harbour Master.

GILMAN & CO., LTD. (Agents, THE SAVAGE ASSOCIATION, London).

JARDINE, MATHESON & CO., LTD. General Managers, LINDO CHINA S.N. Co., LTD. [1354]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. and CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ADRASTUS" are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 1st October.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 6th October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th October, or they will not be recognized.

NO FIRE INSURANCE will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st October, 1923. [1359]

INTIMATION

E

WHISKY

The Old Favourite.

A Fine Blend

Old Scotch Whiskies

is now being bottled

at Leith Scotland

By

Messrs. Macdonald & Muir

and a Label to that

effect is affixed to the

back of each bottle.

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 1841.

MARRIAGES.

BAILEY—RIDER.—At St. John's Cathedral, Hongkong, on October 2nd, by the Venerable Archdeacon E. J. Barnett, assisted by the Rev. H. Copley Moyle and the Rev. A. D. Stewart, HOWARD SINGLETON, second son of Mr. and Mrs. T. H. BAILEY, of Wokingham, Berks, England, to ELLA MARGARET TUCKWELL, eldest daughter of Mr. and Mrs. A. B. RIDER, of Southampton, England. [1350]

GANDROSSI—DITMORE.—At Shanghai, on September 25th, FRANCISCO GANDROSSI to HENRIETTA DITMORE.

DEATH.

TWINER.—At Nanking, on September 23rd, Rev. PAUL DE WITT TWINER, after a brief illness.

Hongkong Office: 1A, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 3RD, 1923.

THE LAWLESSNESS IN CHINA

Although the Chinese Government, when replying to the Linchong Note, endeavoured to impress the Diplomatic Body in Peking, and the world at large, by a recital of the measures it had taken for the suppression of banditry, it does not seem that these measures have so far achieved very much. During the past month, in the very province in which that memorable train outrage occurred at Linchong, the Chinese news agencies have told the public of bandits burning down villages and either slaughtering their inhabitants or carrying into captivity as many as they could control. The report states of three of the villages that every house was destroyed by the bandits, that five hundred of the inhabitants of these three villages suffered death and two hundred were taken captive. But on the other hand we have to acknowledge that there have been reports of successful operations against bandits in other parts of the province and the Tsuchun has expressed confidence that in a short space of time his campaign of ruthless extirpation will free the province of bandit troubles. We are not unfamiliar with assurances of this kind and know that they seldom materialise. Then

again reports have indicated that General Wu Peifu is carrying out earnestly the recent announcement of his intention to suppress the bandits in his jurisdiction. There was a recent report that his forces had rounded up a big gang, killing 300, rescuing some 400 Chinese captives and capturing 4,000 rifles and revolvers. That apparently is just an incident in the campaign and illustrates the character of the problem. There are large gangs still operating in General Wu's jurisdiction. We have had news during the past month of four lady missionaries being captured by bandits. Two of them, fortunately, got away, but beyond the statement that a ransom of \$10,000 is demanded, there has been no news of the China Inland Mission, who were carried off by a bandit gang which raided the town of Sihwa, in the province of Hunan, on September 23rd. We have had news also of the murder of the aged Italian priest, Father MAZZINI, who had been held captive for many weeks by a bandit gang, and of the equally wanton murder of two missionaries in Szechuan, not to mention the many cases of shooting on foreign ships in the upper reaches of the Yangtze, resulting in several casualties chiefly among members of the Chinese crews. The Japanese captain of one ship was recently reported to have been killed and the Japanese mate and two engineers taken prisoner. "Soldiers" were reported to be engaged in these latter enterprises, but there seems to be little difference in many parts of China between the soldier and the bandit. It may be "reassuring," as the Chinese Government says, to observe that the Linchong incident was in no sense an anti-foreign demonstration, but arose from an act of lawlessness on the part of brigands whose object was robbery and the capture of innocent passengers as hostages as a means to compel the raising of the bandit stronghold—which, by the way, is a questionable statement—but it is not at all "reassuring" to foreigners in China to find themselves exposed to such dangers. The Times correspondent at Peking when reporting the murder of the missionaries in Szechuan remarked that it had deeply impressed foreigners in Szechuan. "All feel that the same fate may be theirs," he wrote. It may be that there is nothing specifically "anti-foreign" in these outrages, but a general state of anarchy and lawlessness which destroys the security of life and property which the Treaties are supposed to guarantee for foreigners in China, certainly calls for action by the Powers, and foreign residents in China will be anxious to learn whether the sixteen Foreign Powers, who were associated in the presentation of the Joint Note two or three months ago are satisfied with the assurances which the Chinese Government's reply to that Note contains.

The total rainfall registered at the Botanic Gardens in the month of September was 0.91 inches.

The strike of Customs brokers at Canton has been settled, on the basis of the payment of a fine of \$70,000 to the Government.

The Budget will be introduced at tomorrow's meeting of the Legislative Council. A sum not exceeding \$19,897,302 is asked for the Public Service of the year 1924.

A marriage has been arranged and will take place shortly between Mr. W. V. B. Hughes, of H.B.M. Consular Service, and Ellen Mary, daughter of Mr. and Mrs. H. D. Summers of Peking.

An unsuccessful attempt is reported to have been made last week upon the life of Marshal Tsao Kuo. A bomb was thrown inside the rooms of the Chihli leader who happened to be away from home at the time.

The Hongkong Relief Fund in connection with the Japanese earthquake disaster now amounts to \$305,943.77. The latest list shows Collection by Japanese Community, \$32,048.10; Balance of Funds collected by Portuguese Community, \$1,931.33; and King's Regiment, \$200.

A Chinese joiner at the Taikoo Docks was yesterday sentenced by Mr. J. R. Wood, at the Magistracy, to six weeks' hard labour for the theft of a quantity of lead from the Docks. The man was arrested as he was leaving the Dockyard with the strips of lead tied in rolls round his legs and arms.

Mr. and Mrs. L. Dunbar and their daughter returned to the Colony by the President Jackson yesterday from Seattle.

Mr. and Mrs. Frank Carl have left Europe for Peking. They will arrive there at the end of October and will spend the winter at the Hotel de Peking. Mr. Carl is one of the oldest American Commissioners of Chinese Customs, having served 40 years when he retired, under the compulsory age regulation, five years ago.

Strong protests are being made in Dutch East Indian tea circles against Imperial Preference, which, they allege, will be the main question at the British Imperial Economic Conference in October.

Their complaint is against Australia, and, by way of reprisals, they threaten differential duties against the Commonwealth in regard to Australian butter, flour, and coal.

At the resumed proceedings of the Pacific Science Congress Professor Macmillan Brown, discussing Easter Island, said that one of its mysteries was associated with the erection of the huge statues, needing thousands of people to haul them, though there was a lack of foodstuffs in the island. The islanders spent their lives alternately gorging and starving.

The second largest seizure of cocaine in the history of the Calcutta Customs, namely, 600 ounces, was made on Sept. 14th, on the *Lahore*. Every part of the ship was searched, the inspectors even shifting 300 tons of coal. Twenty-three tins of the drug were eventually discovered hidden in the engine store room. The seizure consists of the finest German cocaine, valued at Rs. 42,000.

The number of cases of notifiable diseases reported in the Colony last week included 7 cases of small-pox (5 deaths from this disease occurred during the week); 8 cases of enteric fever (7 deaths); 4 cases of cerebro-spinal fever, with 2 deaths. The small-pox and enteric cases were all from the Victoria registration district. All the cases were Chinese, except one British and one Eurasian case of enteric fever. Four further cases of small-pox have since been reported in Victoria.

Attention is drawn to the announcement that a sale of work in aid of the Industrial Institution for Blind, Kowloon City Road, to be held at the Helena May Institute on Friday. While the Industrial Institution for Blind is under the control and management of the Church Missionary Society, its ambition is to become a self-supporting institution. It solicits the patronage of Hongkong residents and tourists, not as an object of philanthropy, but as a Christian institution of efficient workers whose products are desirable because of their fine value to the purchasers. The knitting is all hand made, and is done by blind Chinese girls. Only the best quality of wools is used in making up the garments, and the work is, practically speaking, without flaw or mistake. It is high grade work, both in workmanship and in style and the prices charged for it are stated to be "less than shop prices."

CABLES.

EARLIER CABLES.
(THROUGH REUTER'S AGENCY.)
IMPERIAL CONFERENCE.
OPENING SESSION.

LONDON, October 1st.

Mr. Baldwin, in his opening speech, very heartily welcomed the delegates.

Mr. Baldwin pointed out that except General Smuts, Mr. Massey and Lord Curzon, who participated in an important extent in the Conference since 1917, the delegates, except Lord Balfour, were attending the Imperial Conference for the first time. He cordially welcomed Mr. Coghgrave and his colleagues, also Mr. Mackenzie-King, of whom it could be said that they would rely to continue the high traditions of his predecessors. They would be specially glad to benefit by his knowledge of industrial problems. Mr. Warren was no stranger to England, nor Mr. De Wet, whom Mr. Baldwin cordially greeted.

Mr. Baldwin remarked that Mr. Bruce was unable to be present at the opening deliberations, but they would welcome him in a few days. It was a great pleasure to have with them the distinguished representatives of the Indian Empire, the Maharajah of Alwar, who was widely known as an enlightened ruler deeply interested in the educational and material progress of his State, which rendered valuable help in men and money during the war; and Mr. Sriptra, who has long been a conspicuous figure in Indian public life, a brilliant lawyer and a wise statesman.

An Imperial Conference communiqué states that Mr. Baldwin gave a general review of the imperial and international situation.

Mr. Mackenzie King, General Smuts, Mr. Warren, Mr. Coghgrave and the Maharajah of Alwar briefly replied.

The speeches were published fully in the evening papers.

FIDELITY TO THE KING.

Mr. Mackenzie King moved and Mr. Massey seconded an address of respectful greeting and fidelity to His Majesty King George, hoping that Their Majesties would long be spared to strengthen the ties of love and devotion uniting the peoples of the British Commonwealth. The resolution was passed unanimously.

SYMPATHY WITH JAPAN.

The Conference also passed a resolution of sympathy with "our old and faithful ally, Japan," confident in the expectation that Japan would rapidly recover and pursue the great part which she is destined to fill in the world.

The following is the text of the resolution which will be communicated to the Japanese Government:—

"The Prime Ministers and representatives of Great Britain, the British Dominions and India, assembled in Imperial Conference, desire, on the opening of the session, to send to their old and faithful ally, Japan, an expression of profound sympathy in the terrible calamity by which she has been assailed, their admiration of the patriotic energy and unconquerable spirit with which the Japanese nation have met the blow, their confident expectation that Japan will rapidly recover from the shock that might have overwhelmed any less courageous people, and that she will pursue to fill in the social and economic progress of the world."

MR. BALDWIN CREATES A GOOD IMPRESSION.

Reuter's Agency understands that the delegates from the Dominions, who were most impressed with Mr. Baldwin's lucidity and "comprehensiveness," deferred their detailed replies till the explanation of the British case is completed by Lord Curzon and the Duke of Devonshire on Wednesday.

The Imperial Conference, on resuming on Wednesday, will hear a statement by the Duke of Devonshire as regards the Crown Colonies.

Sir A. Lumley has been appointed secretary to the advisory committee for the Crown Colonies at the Economic Conference, which meets to-morrow.

The Dominions' delegates generally deplore the idea that the Imperial Conference will yield serious decisions. They emphasize that this is an important family council which should be most valuable in framing a common policy, especially on pending international questions.

Very definite decisions are likely to emanate from the Economic Conference, which will deal, *inter alia*, with important questions of detail arising from the general Imperial policy.

MR. BALDWIN'S ADDRESS.

Mr. Baldwin, reviewing the history of the reparations problems since May, 1921, emphasised that there was no difference of opinion among the Allies on the principle that Germany should be made to pay to the utmost limit of her ability. The Government had no easy task in carrying out a policy of neither helping nor hindering the action of the Allies, but he dared to hope that it had succeeded in the main in maintaining strict neutrality. The Notes exchanged between Great Britain and France since January and a conference more and more revealed an honest divergence of opinion with regard to the best methods of obtaining reparations and advancing the cause of permanent peace in Europe. This divergence reflected differences in the temperament and outlook of the two nations, which it would be foolish to ignore, but the last 20 years had shown that they were not incompatible with whole-hearted co-operation in the face of grave danger.

Mr. Baldwin, referring to imperial defence, said that the results of the Washington Conference were exceeding his most sanguine expectations. They were in no small measure due to the last Imperial Conference, and the successful co-operation of the British Empire delegation.

Referring to the decision to reinforce the defensive air forces, he reiterated the willingness of the Government to co-operate with other Governments in limiting air armaments.

Dealing with the effect of the post-war unsettlement, Mr. Baldwin said that unhappily recent trade had been checked. He pointed out that there were still 1,250,000 unemployed, compared with a little over 1,500,000 when the last Conference met. The question of inter-imperial trade was one of the most important items on the agenda. He felt confident that they would be able to devise mutually advantageous measures and a new way for distributing the population, improving transport and means of communication and generally increasing facilities for a growth of trade within the Empire.

Mr. Baldwin said that the economic condition of Europe made it essential to turn their eyes elsewhere. The resources of the Empire were boundless and the need for rapid development was clamant. He trusted that they would not separate before agreeing on the first steps to create in the not too distant future an ample supply of those raw materials upon which the trade of the world depended. The populations necessarily followed such an extension, and that in turn led to a general expansion of business, from which alone could come improvement in the material condition of the people.

Referring to India's special problems, Mr. Baldwin said he was convinced that they may look confidently to the co-operation not merely of the peoples of India, but of the Dominions' Governments.

Mr. Baldwin said that the Government had strained every nerve to preserve the solidarity of the Allies, especially the Entente, believing that any Anglo-French rupture might postpone the peace of Europe. The Government's patience in trying to preserve good relations with France had them open to charges of indecision and weakness, but at least it testified their wish to act in the words of Disraeli, as "a moderating and mediating Power," as the councils of Europe, and with an ardent desire to preserve friendship with France. It seemed that at present we are entering a new phase with the collapse of German passive resistance, which appeared imminent when he met Premier Poincaré at Paris. He did not venture to predict how the new situation would develop, but it was clear to them in Paris, and it became daily clearer, that it was only by the closest co-operation and complete confidence of the Allies in each other that a settlement of Europe's difficulties could be hoped for.

Mr. Baldwin added that Lord Curzon would make a fuller statement on the situation when foreign affairs were discussed later in the week.

Mr. Baldwin recalled that the future of the Anglo-Japanese Alliance and its bearing on the relations of the Empire with the United States was the chief question regarding imperial defence at the last Conference. He pointed out that the ratification of the quadruple Pacific Treaty was now completed, upon which the Anglo-Japanese Agreement of 1911 automatically terminated. "We have all been deeply moved by the news of the recent earthquake in Japan, and I am sure you will wish me to express our profound sympathy with our faithful ally in the terrible calamity that has befallen her and our recognition of the brave spirit in which she has met it."

LATEST CABLES.

EVACUATION OF CONSTANTINOPLE COMPLETED.

CONSTANTINOPLE, October 1st. The Allied Generals and the Military Governors of Constantinople have signed a protocol for the evacuation, which is now practically completed.

The evacuation passed off without any unpleasant incident and the Generals depart to-day.

PRINCE OF WALES LEAVING CANADA.

CALGARY, ALBERTA, October 1st. H.R.H. the Prince of Wales has left his ranch and will return to England.

In a farewell speech to his employees he said that he would revisit Canada at the soonest possible moment.

The townspeople assembled at the station shouted "Don't forget to come back."

OPIUM CONVENTION.
SWISS FEDERAL COUNCIL FAVOURS RATIFICATION.

BERNE, October 1st.

The Federal Council has decided in favour of ratification of the Opium Convention.

Instead of submitting the Opium Bill to the Federal Assembly, the Council will ask the Assembly to simply vote for ratification in order to avoid delay.

EARLIER CABLES.

THE DISTURBANCES IN GERMANY.

"REVOLTING SAVAGERY" OF POLICE AT DUESSELDORF.

PARIS, October 1st.

A message from Duesseldorf states that "revolting savagery" is the term applied in a French communiqué to the conduct of the German police in pursuing and shooting the separatist demonstrators after unprovokedly firing on the demonstration, though the occupation authorities had ordered them to remain in barracks. It says that sixty persons were wounded, of whom twenty-three are seriously hurt and are in hospital. French troops restored order by six in the evening, and prohibited traffic thereafter, when they became busy arresting the police and also high officials alleged to be involved in the disorder.

The communiqué declares that four thousand Communists were drawn up half a mile from the demonstration, but did not intervene.

ANOTHER VERSION.

BERLIN, October 1st.

A semi-official message says the police did not intervene at "Duesseldorf" until several of their officers had been maltreated, and one was shot by separatists. The latter summoned the French military who disarmed the police, and afterwards, permitted them to be ill-treated.

DUESSELDORF, October 1st.

The French authorities announce that seventeen Germans were killed in yesterday's separatist disorders, comprising twelve civilians, three security police and two blue police. Ninety-one Germans were treated in hospital. Three hundred and ten were able to go home after their wounds had been dressed. Two French men were slightly hurt. The French authorities have arrested, and will charge with responsibility for the incidents, the Reichspräsident, Doctor Hans, the Chief of the German police, Doctor Hoffler, the Chief Commissioner of Police, Volpert, and two officers of the security police.

GRAVE SITUATION AT KUESTRIN.

BERLIN, October 1st.

In a communiqué with regard to the revolt of the Kuestrin Reichswehr, the Ministry says that through the energetic action of the Reichswehr Commandant to speedily master the situation, reinforcements will not now be required. Owing to the rigorous censorship, little is known with regard to what is happening, but the National Insurance are probably supported by the Communists. There are indications that the situation is grave, but the communiqué admits. There are no details with regard to the casualties, but it is stated there was no bloodshed.

KUESTRIN ADVENTURE ENDED.

LATER.

An official communiqué states that the Kuestrin adventure was speedily ended by four hundred rebels, including the leaders, being captured and disarmed.

CLAN LINER ASHORE AND DAMAGED.

LONDON, October 1st.

The Clan liner, *Clanmear*, voyaging from Glasgow to Liverpool, with cargo en route to the East, went ashore in a dense fog on a rock at the north entrance to the sound between Calf Island and the Isle of Man, being badly holed in the region of the engine-room. A Liverpool salvage boat is in attendance.

THE BECKETT-CARPENTIER FIGHT.

CARPENTIER'S LIGHTNING RIGHT WINS BATTLE IN FIRST ROUND.

LONDON, October 1st.

Carpentier knocked out Beckett in the first round.

LATER.

There were 16,000 spectators present. Both men received tremendous ovations on entering the ring.

Beckett came in in his usual crouching attitude, and Carpentier immediately led with a left to the face. Then he flashed a right to the jaw, flooring Beckett for a count of six, after the fight had lasted only four seconds.

Beckett rose dazed, whereupon Carpentier instantly sent in another lightning right to the chin. Beckett fell and was counted out, but the towel was thrown in before the count ended.

The fight lasted fifteen seconds. There was a scene of tremendous excitement at the conclusion of the fight, the crowd swarming round the ring and loudly applauding the victor, who received the congratulations smilingly.

"TREVESA" SURVIVORS REACH HOME.

ADVENTUROUS VOYAGE.

BOATS' 2,000 MILES DRIFT.

"THE SINGING SKIPPER."

The heroic survivors of the *Trevesa* received a great welcome at Tilbury on August 29th, where they arrived on board the Union-Castle steamship *Goorkha*. The ships in the river sounded their sirens and the crowds on shore raised hearty cheers. There were affecting scenes when the men were greeted by their relatives.

The story of the *Trevesa* is still fresh in public memory. An ex-German steamer of 3,000 tons gross, owned by Messrs. Foster, Hain & Co., of Cardiff and St. Ives, she set out from Fremantle, West Australia, bound for Antwerp. Eleven days later, on June 4th, she foundered in the Indian Ocean during a gale, the crew being in two lifeboats. Nothing was heard of them for twenty-three and twenty-five days respectively, when they made port, their occupants having undergone severe privations owing to lack of food and water, certain of those in the boats dying from exhaustion.

One of the boats was commanded by Capt. Foster and the other by the chief officer, Mr. J. C. Stewart Smith. In the course of his story of the suffering caused by the rigours of the journey on arrival at Rodriguez, Capt. Foster paid a fine tribute to those under his charge.

Splendid discipline prevailed throughout (he said) although the crew suffered considerably owing to the shortage of water, a third of a cigarette tin of which was issued daily. "We collected water when rain fell. Our rations consisted of a lid of a cigarette tin full of condensed milk twice daily and one biscuit. Two native fishermen died of exposure at sea. The remainder of the crew were in a weak condition on their arrival."

At that time there was no definite news as to what had happened to the second boat, although hopes were entertained for its safety. Two days later the missing boat, with seventeen survivors, reached Mauritius, having travelled about 2,000 miles. The plight to which Mr. Smith and the crew of the second boat had been reduced may be judged from the fact that although the rations for some days had consisted of half a biscuit and two table-spoons of water, when they sighted land there was little water left and the biscuits were finished. When they landed not one of the crew could stand.

CAPTAIN'S TRIBUTE TO CREW.

Capt. Foster, the master of the *Trevesa*, was seen on the *Goorkha*. He looked the picture of health. In conversation, he said: "Everything really has been stated that can be stated as to our journey, and of our experiences aboard the boats. I would like once again, however, to pay a tribute to the splendid conduct of the officers and the men. There was a wonderful feeling of comradeship amongst us. That feeling kept us up and kept us from giving up the hope that in the end we should be saved. I don't think any of us really lost hope. A finer crew no skipper ever had."

A wonderful tribute to the part played by Capt. Foster and the way he kept up the spirits of the men was paid by the *Trevesa*'s steward, Frank James, of Penarth. Questioned as to his experiences, he said: "We never lost hope on the long voyage. How did we manage to keep up our spirits? Well, as to that, I may say that the man who helped is most to keep our pecker up was the skipper, Capt. Foster. I believe our skipper to be the whitest man who ever commanded a ship. When we were inclined to be little downhearted he would lead the singing of 'A Life on the Ocean Wave.' He would sing other sea ditties, which bucked us up wonderfully. Another time he sang 'Someone is Waiting for Me.' By means of his cheerfulness and generally encouraging conduct we were able to carry on." High tribute to the way in which Capt. Foster conducted himself, was also paid by J. E. Edwards, of Cardiff. He said: "Of course, we had a terrible trying time, but we managed to cheer one another and to lead quite a happy life. The way in which Capt. Foster navigated the boat was splendid, and it was he who enabled us after our terrible experience eventually to reach the land."

OMEN OF THE SHARK.

A graphic story of the experiences of the shipwrecked crew was contained in a diary kept by a seaman named Burke, of Waterloo, Liverpool. Commencing on June 3rd, he had written in this little book:

"Mr. — discovers something wrong."

Lord knows how! Very heavy seas. In conversation with the captain's head waiter for the *Runda*. No sign of the crew despair of being picked up. Heavy seas still running. Heavy swells. Rations: Capstan tin of water and half a biscuit.

Under the date of June 9th he records: "Captain decides to separate. Three good cheers. Good luck and goodbye. Subsequently for three days calm weather is reported by the diarist, who adds: 'Everyone very cheery; bathing, and so on.'"

Then comes a distressing entry: "Frazier took ill. We noticed a pilot fish in front of boat and a shark following. Still calm. Praying for wind."

Later Burke records the death of Frazier, and states that the pilot fish and the shark were disappearing. In conversation with a Press representative Burke explained that the crew stuck knives into the mast in accordance with an old superstition. The pilot fish and the shark, he said, were supposed to appear when there was to be a death, and this was borne out by the death of Frazier.

Turning to his diary again, Burke read:—

"Sixteenth.—All in good spirits. Joe Abraham sick. Weather holding, thank God."

"Eighteenth.—Weather very pleasant. Joe Abraham died."

Nineteenth.—Burial service. God help us. Twentieth.—Weather keeps us all wet through all the time. Three men died. Weather still bad.

On June 21st Burke records the fact that the second engineer, Mr. Mordecai, fell overboard. He adds:—

"Getting pessimistic. It appears the milk is finished. He also states, under June 25th: 'Poor old Starkey gone. God help us. We generally feel strong enough for another week or so.'"

The sickness of Joe Baptist is mentioned on June 27th, and reference is made to the boat being swamped and to all the crew being wet through, while rations are running low.

A joyous note is struck on the following day. "Weather favourable," the entry commences, and later the good news is added: "Mr. Edwards sights land at 4.30 p.m. Thank God. Heading for the Island. Breakers ahead."

The breakers were safely negotiated, however, thanks to the assistance of two fishermen encountered by the shipwrecked crew, and on the 30th the men were in hospital.

SOXES IN THE BOATS.

Mr. Bell, of Glasgow, who was in the second boat, told a Press representative that the crew in that boat numbered twenty-four at the start, but eight died during the long journey in the open boat, and the cock, Alchin, died immediately after the shore was reached. In some cases death was due to the drinking of sea water and exposure. For the first day the rations remained untouched, but after that half a biscuit was served out morning and afternoon, together with third of a cigarette tin of water. "We had two small kags of water at the start," said Mr. Bell, "but these were practically exhausted by the time we reached Mauritius. The biscuits would have lasted for only a few days longer. Officers and men shared equally in the ration, and all did their best to keep up the spirits of those in the boats. We could not find our longitude during the journey, but we had the latitude by means of a sextant. Our idea was to get paralysed with Mauritius and to continue along until we struck land."

"How did you pass away the hours of waiting for land?" asked the Press representative. "Oh," was the reply, given in an unassuming, almost shy, manner, "we chatted of what we should do when we got ashore. One night, when we were pretty well soaked, we sang, 'Pack up your troubles in your old kit-bag.' We were, however, unfortunate in regard to the weather, meeting big seas practically all the time. The first day or two most of the men were laid up with sickness. Everyone was weak on landing. Our clothes by that time were in rags. On arrival we were treated very kindly and were given excellent food. We were taken to camp at Vacoas, and there we met the others."

CHIEF OFFICER'S OPTIMISM.

A cheery young fellow named Southorn, of Rochester, told the following story: "I was rather ill, and they tell me that if we had not reached land when we did they would have thrown my dead body overboard." But I got round all right when I got ashore. You see I was in the second boat with Chief Officer Smith, and we were the longest out by a few days. We were very short of rations, living on one biscuit a day; but our chief difficulty was to get water. We had some milk, and although milk makes one thirsty, still think it saved some of our lives. The time seemed terribly long, and the weather was bad. We could not get away from the bad weather. Of course, in one way that was to our benefit, as we were able to get the rain water. We caught it in the sail, and also held out our clothes for it. Apart from this water I think I may say that Mr. Smith was the man who got us through alive. When we were a little bit distressed he started singing. 'Now we are rolling home, and all of us joined in the chorus. If anyone ventured to say he was not so sure about it Mr. Smith would reply, 'My dear lad, about a month from now you will find us bailing the people who we have been up to.' It was said to save eight bodies thrown overboard—one after another. Three of the men who lost were natives; they simply fell into a state of coma and died. Another day and I am afraid they would have seen the last of me. When our mast went we rowed the boat, and sometimes travelled about eighty miles in the day. It was a pretty stiff job. When only three miles from land we were about done, and we believed we could never get there."

R. Jones, of Liverpool, said that he was in the first boat with Capt. Foster, and that one of the men in that boat one day caused much amusement by singing 'I want eggs and ham.' Jones said that his motto was "Never say die," and added that he would be away at sea again in another week, despite the fact that he had been in the water fifteen times, having been torpedoed nine times, his love for the sea would never die.

Mr. Stuart, the second steward, told how the two lifeboats from the *Trevesa* parted. "The one with Capt. Foster aboard," he said, "had the bigger sail and got along the faster, so it was decided that he should 'get on with it,' in order, if possible, to secure assistance. We did not weep when we parted. All were in the best of spirits in each boat, and when we were getting away from one another we all shouted out, 'Cheerio! Good-bye! Meet you again in about a fortnight.' We were all the very best of friends."

THE SAILOR AND THE PALMIST.

Discussing the trials on the lifeboats, a member of the crew said that one night, trusting to memory, he ventured on a recital from the Psalms, much to the surprise of his comrades, because the eloquence was considered anything but an idealist. "I told them," he said, "of Joe Abraham's died."

(Continued at foot of next column.)

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

EARTHQUAKE IN FORMOSA.

CONSIDERABLE DAMAGE REPORTED.

OSAKA, October 2nd.

Taipei, on the east coast of Formosa, experienced a number of earthquake shocks on September 29th of which two, one at 1.40 a.m. and one 2.40 a.m. caused considerable damage to houses and walls. According to Press reports it is feared that there have been some casualties.

JAPANESE NAVAL ARRANGEMENTS.

OSAKA, October 2nd.

It is reported that the battleship *Kaga* is replacing the *Amagi* as aeroplane carrier owing to the latter having been seriously damaged by the earthquake at Yokosuka.

DECREASE IN CHINESE CUSTOMS REVENUE.

PEKING, October 2nd.

Despite an effective five per cent. import tariff, the net revenue collected by the Chinese Maritime and Native Customs for the month of September showed a decrease of Shanghai taels 400,000, as compared with September last year.

CHINESE L.O.N. REPRESENTATIVE RETURNS TO LONDON.

LONDON, October 1st.

Mr. Chao Hsin Chu has returned to London from Geneva.

INTERPORT TENNIS.

SHANGHAI, October 1st.

In the Interport Tennis match between Shanghai and Hongkong, the following matches were played last evening:—

Toussaint and Canavarro (Shanghai) beat H. D. Rumljah and O. Rumljah (Hongkong) by 6/2, 7/5 and 6/2.

Wade (Shanghai) beat S. A. Rumljah (Hongkong) by 6/3, 7/5 and 6/2.

The doubles match was most interesting. The Rumljah brothers were at their best and they played beautiful tennis, but Toussaint and Canavarro gave away few points, being strong both in attack and defence.

The singles was more strenuous than the score suggests. Rumljah remained at the baseline throughout, which gave his opponent opportunities at the net which he seldom missed.

"BLUE MAN'S" COLOUR EXPLAINED.

An autopsy performed on the body of Captain Fred Walters, known internationally as "the Blue Man" in Barmen and Bailey's circus, revealed that the peculiar colour of the body was the result of nitrate of silver poisoning. Dr. Symmers, director of the laboratories at Bellevue Hospital, who performed the autopsy, said Walters' brain, heart, and other organs and tissues were as blue throughout as his skin, and attributed this remarkable condition to the fact that Walters forty years ago worked in an Australian mine, where he inhaled the poison. Walters was once a member of the 17th Lancers (the Duke of Cambridge's Own). He always attributed his blue colour to the opening of the heart valve following an accident, which permitted the pure and impure blood to mingle. He went to the United States in 1891, and resided after much persuasion to become a "freak" in the circus. He was 88 years old, and, with the exception of occasional heart attacks, enjoyed good health and until the beginning of August was on exhibition in a side-show at Coney Island.

King David's declaration that "they that go down to the sea in ships, that do business in great waters; these see the works of the Lord and His wonders in the deep. Then I told them that 'He commanded and raised up the stormy wind.' They knew all about that. 'But, boys, there is something else, and I must tell you.' 'Then they cry unto the Lord in their trouble, and He bringeth them out of their distress. He maketh the storm a calm so that the waves thereof are still. Then are they glad because the waves be quiet; so He bringeth them into their desired haven.'"

"Next day we sighted land, and just as we reached the shore one brave man said to me, 'Sure enough, He has brought us unto our desired haven.'"

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Kobe — Oriental Hotel	Japan Hotel	Sao-ya Hotel	
Tor Hotel			

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Taichung — Taiwan Railway Hotel

IN CHOSUN

Fusan — Fusan Station Hotel	Changchun — Yamato Hotel
Keijo (Seoul) — Chosen Hotel	Daegu — Yamato Hotel
Shingha — Shingha Station Hotel	Hohgigau — Yamato Hotel

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THE RUHR AND THE ENTENTE

SIR VALENTINE CHIROL'S VIEWS.

We publish below extracts from a most forcible letter, published by the Times from Sir Valentine Chirol, who was Foreign Editor of that newspaper from 1899 to 1919, one of the architects of the Entente and of eminent connection with India.

He bids us "pause before we finally proceed to scrap the Anglo-French Entente, and give an impatient Germany the satisfaction of seeing us do for her with our own hands, within less than five years after the war, what she herself failed to do before the war—and lost the war because she failed to do it."

"For ten years before the war Germany made every conceivable effort to divide England and France, first by trying to bully the latter out of the Entente, and afterwards by trying to wheedle the former into an ungarded promise of neutrality which would have rendered the Entente nugatory. In spite of successive failures, William II. still gambled in the supreme crisis of 1914 in the hope that England's sluggishness and her lack of organization for a great Continental war would keep her neutral or at least impotent until his armies had captured the French Channel ports."

"The Anglo-French Entente was the rock upon which German ambitions of world dominion were wrecked, and Germany knows it."

PAN-GERMANISM IN POWER.

"Germany has put on a democratic facade, but behind it those who pull the strings to-day are very largely the same as those who pulled them in pre-war Germany—with this difference, that the industrial magnates occupy the front line to-day, the militant junker caste content to occupy for the moment the second line behind them."

"The military party still holds that the German armies were never conquered, but they have been persuaded by the industrialists that the first German revanche can and will be won by German brains and German productivity in the international field of economic competition; if only Germany can reduce reparation to a negligible quantity."

"These masterful forces have now got their own man in as Chancellor, Dr. Stresemann, one of the most violent pan-Germans and haters of England during the war. It was they who were quick to see that reparations would be the Achilles heel of the Entente."

"For, though Mr. Lloyd George had been the first to encourage vast expectations in France by his electioneering speeches at the end of 1918, and had himself helped to swell the amount enormously by insisting on the inclusion of war pensions, the two countries soon began to look at the question from different angles of vision."

SMOKE-SCREEN OF INFLATION.

"Behind the German smoke screen of inflation the English saw chiefly the loss of valuable markets for their declining trade in a bankrupt and chaotic Germany, whereas the French saw the permanent and essential wealth of Germany, of her forests, her railways, her agriculture, her vast industrial plant intact and steadily developing, and the German national debt being wiped off at however prodigious a cost of the depreciation of the currency, while the Allies were left to bear their own undiminished war burdens and France in particular to repair her ravaged territories."

"With regard to the French occupation of the Ruhr, he says:—
"The British Government found excuses, which, as given in the British House, are extraordinarily flimsy and, in part, scarcely accurate, for disapproving the action of France though Mr. Lloyd George, with the acquiescence of all parties in the House of Commons had been prepared to defend, and join in the occupation of the Ruhr as recently as 1921."

"England thus for the first time formally dissociated herself from France vis-a-vis Germany, though she assumed at first merely an attitude of neutrality in the matter. British Ministers never, apparently, realise that such an attitude was in effect close akin, in the new circumstances, to that pledge of neutrality which the ex-Kaiser and Tirpitz vainly sought to wring from Lord Haldane during the famous mission to Berlin in 1912."

He concludes by thus stating the character of the Entente:—

"The Entente is not and never has been a loan conferred by us upon France which we might withhold from her without damage to ourselves as soon as we thought her undeserving of it. It has been a fact of common sacrifice and common salvation, and is still the one binding instrument by which we can ensure peace without jeopardising the most vital and costly fruits of the war."

FREEMASONRY

MARK GRAND LODGE.

Mark Grand Lodge held its quarterly meeting on September 14th, at Mark Mason's Hall, Great Queen Street, W.C. The report of the General Board, states that during the three months ending June 30th last there were issued: Mark certificates, 770; Royal Ark Mariner certificates, 226. Warrants have been granted for three new lodges, bringing the number of Mark lodges under the Grand Mark Lodge of England and Wales and the Colonies and Dependencies of the British Crown to 765.

The Duke of Connaught, as Grand Master, has appointed for a further term of three years Lord Henric as Provincial Grand Master of Lincolnshire, and Mr. George Adams Harradon as Provincial Grand Master of West Lancashire.

A conference has recently been held in London of high officials of the Supreme Grand Royal Arch Chapters of Ireland and Scotland and the Grand Mark Lodge of England and Wales to discuss as to the exact position of the Mark degree in Ireland and Scotland, definite points being established and agreed upon.

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WANTED.—POSITION by Experienced and Capable General Office Assistant (Chinese). Good References. Apply Box Y.H., c/o the Hongkong Daily Press. [137]

WANTED A SHORT-AND TEACHER (Pitman's). For particulars, apply Box No. Y.L. c/o the Hongkong Daily Press. [138]

TO LET.—3 Roomed FLAT.—No. 35, HUMPHREY BUILDING, KOWLOON. Apply Direct to the Occupier. [170]

TO LET.—GODOWN, No. 152, Prince East. Apply GANDE, PRICE & Co., Ltd. [135]

JUST ARRIVED.—Cheque Perforators, Numbering Machines, Perforators (Cancel and Paid). RAMSAY & Co., Beaconsfield Arcade. [133]

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.
TSINGTAU via SWATOW	"TAIRANG" ... Thursday, 4th Oct., D.L.
SHANGHAI	"LAIRANG" ... Thursday, 4th Oct., 4 p.m.
Kobe via AMOY & MOI	"CHUNRANG" ... Friday, 5th Oct., 9 a.m.
BANGKOK via HOIHOW	"WAIRANG" ... Friday, 5th Oct., 10 a.m.
SHANGHAI via SWATOW	"WIRANG" ... Friday, 5th Oct., 3 p.m.
MANILA	"LEIRANG" ... Saturday, 6th Oct., 10 a.m.
HAIPHONG via HOIHOW	"YUSANG" ... Sunday, 7th Oct., D.L.
TSINGTAU via SWATOW	"CHAKRANG" ... Tuesday, 9th Oct., Noon.
SHANGHAI	"CHIRANG" ... Wednesday, 10th Oct., Noon.
TSINGTAU via SWATOW	"KONGRANG" ... Friday, 12th Oct., 10 a.m.
SHANGHAI via SWATOW	"KONGRANG" ... Saturday, 13th Oct., Noon.
Kobe via MOI	"KONGRANG" ... Saturday, 13th Oct., 3 p.m.
STRAITS & CALCUTTA	"KONGRANG" ... Saturday, 13th Oct., 3 p.m.
SANDAKAN	"KONGRANG" ... Saturday, 13th Oct., 3 p.m.

TSINGTAU LINE.—The Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessel with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow where intermediate calls are made.

BORNEM LINE.—Sailings to and from Sandakan by two 5,000 tons steamers, "BIRANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Sandakan, Labuan, Tawau and Lahad Datu.

TSINGTAU LINE.—A regular service is run from March to November between Hongkong and Tsingtao, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "HOSANG" will be despatched on or about

Thursday, 18th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

Telephone Central No. 311

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"CARMARTHENSHEIRE" 18th Oct.		"GLENLUCE" ... 18th Oct.		Genoa, L'don, Antwerp, Rotterdam & Hamburg.
"GLENAMOX" ... 22nd Oct.				
"GLENHARRY" ... 1st Nov.				
"GLENARF" ... 15th Nov.				

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

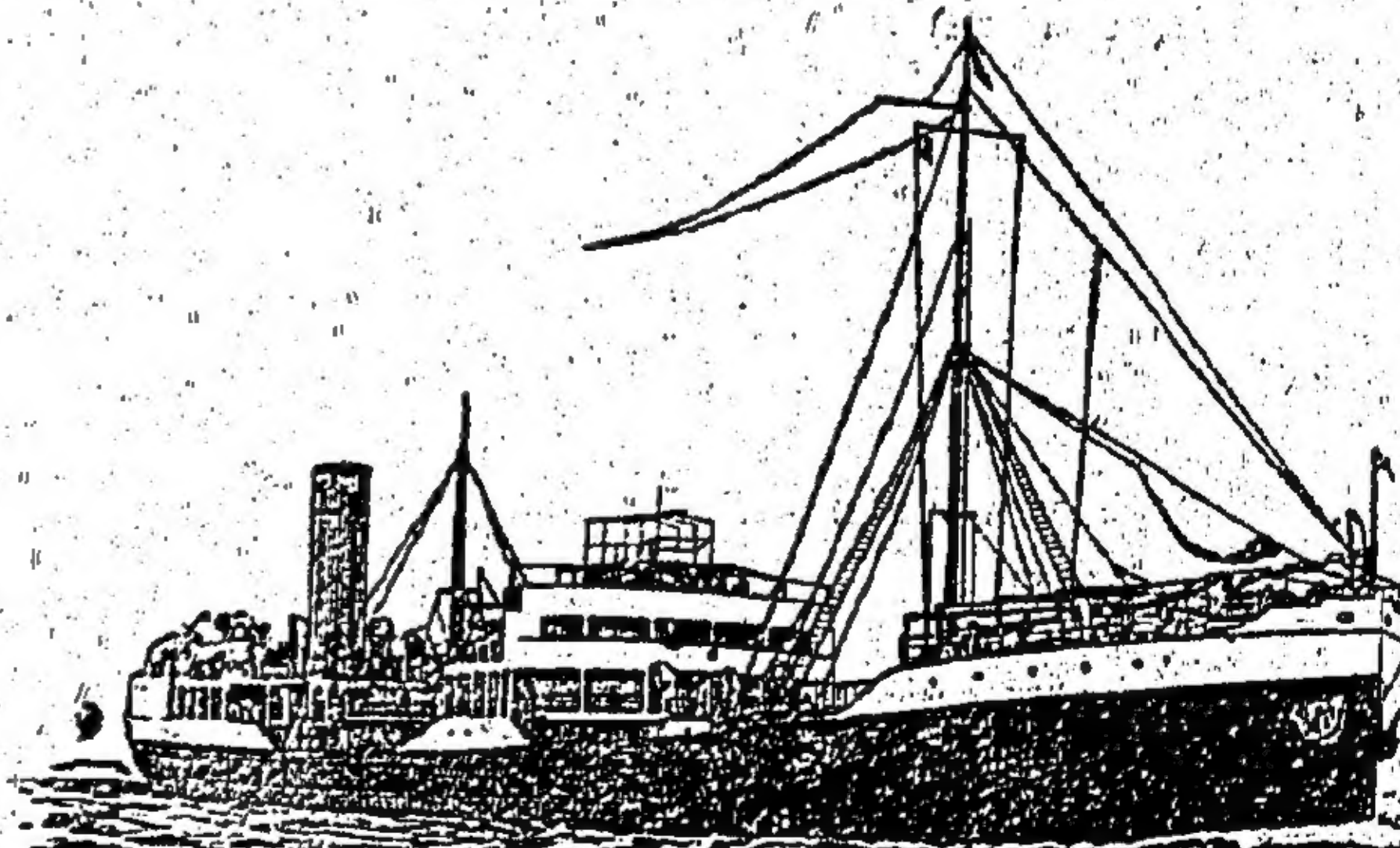
Telephone: Central No. 215 sub-no. 13 and Central 2992.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

427' 0" x 58' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK, to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager;

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

SHIPPING NEWS

ARRIVALS.

October 1st.
Pendubachier, British str., 4,908 tons, Capt. W. H. Lewis, from Shanghai, with a general cargo, lying at A. P. & Co. wharf.—J. M. & Co.
Savannah, British str., 4,817 tons, Capt. P. W. O'Brien, from Balikpapan, with a general cargo, lying at D. G. A. Stonecutters.—H. M. H. Nomaze.
Songhai, British str., 1,501 tons, Capt. E. Monckman, from Shanghai and Amoy, with a general cargo, lying at buoy No. 112.—B. & S.
Fengue, Italian str., 7,819 tons, Capt. H. Giovanni, from Trieste, which port she left on September 15th, with a general cargo, lying at Kowloon wharf.—Dodwell & Co.
October 2nd.
Egdon, Swedish str., 3,208 tons, Capt. H. Barin, from Sweden and Singapore, with a general cargo, lying at Kowloon wharf.—Swedish Trading Co.
Changshin, British str., 1,408 tons, Capt. F. C. Gumbrell, from Melbourne, Sydney and Manila, with a general cargo, lying at Taikoo Dock.—B. & S.
Jade, French str., 386 tons, Capt. Le Chevalier, from Haiphong, with a general cargo, lying at buoy No. 111.—Kai Yue.
Kanara, British str., 355 tons, Capt. T. R. Nicol, from Swatow, with a general cargo, lying at Co's wharf.—Luen Fat & Co.
President Jackson, American str., 8,377 tons, Capt. J. Griffith, from Seattle, with a general cargo, lying at Kowloon wharf.—Admiral Oriental Line.
Pranger, Norwegian str., from Canton, lying at Kowloon Dock.
Taitoku, British tug, 133 tons, Capt. J. T. Laing, from Sandakan, lying at Taikoo Dock.—B. & S.
Tailu Maru, Japanese str., from Canton, lying at Wanchai.
Wai Shing, British str., 1,173 tons, Capt. J. W. Pettigrew, from Shanghai, with a general cargo, lying at buoy No. 117.—J. M. & Co.

CLEARANCES.

October 1st.
Kanharu, for Amoy.
October 2nd.
Arabia Maru, for Shanghai.
Ceylon, for Shanghai.
Huiching, for Swatow.
Huiching, for Saigon.
Kishu Maru, for Saigon.
Kishu Maru, for Tsingtau.
Kishu Maru, for Swatow.
Mikasa Maru, for Hongkong.
Pranger, for Bangkok.
Pranger, for Canton.
Tailu Maru, for Kowloon.
Wanching, for Canton.

PASSENGERS.

Per Lloyd Triestino s.s. *Elenco*, from Japan, on October 2nd.—Conqul Carrara.
Per s.s. *President Jackson*, on October 2nd, from Seattle via ports: Mr. A. Cameron, Mr. and Mrs. N. Drevard, Mr. R. C. Firpe, Mr. Robert Firpe, Mrs. S. C. Eca da Silva, Miss S. Eca da Silva, Mrs. E. Whitehead, Mr. R. C. Turner, Mr. L. Firpe, Mr. R. Firpe, Mr. H. S. Gordon, Mr. J. A. Lim, Mr. and Mrs. J. B. Lyons, Miss Julie Gardner, Mrs. C. Lee, Mr. and Mrs. L. Dunbar, Mr. R. C. Burdick, Mr. Roger L. Menon, Mrs. Elsie Dunbar, Mr. A. C. Miller, Miss Elizabeth Dunbar, Miss L. Andrews, Mr. and Mrs. D. L. Telecott, Miss A. Firpe, Miss F. Kendall, Mr. C. Roberts, Mr. and Mrs. Joe Firpe, Miss Mary Lyon, Miss Mary Telecott, Mr. K. Steinovich, Mr. G. Segit, Mr. G. Schroter, Mr. Joseph Rosenfeld, Mr. C. E. Morrison, Mr. Julius Wood, Mr. P. S. Frank, Mr. H. P. Hemington, Mr. and Mrs. D. Davidson, Mr. C. E. Cubitt, Miss F. C. Cass, Mr. J. de Jong, Mr. G. W. Nelson, Mr. G. B. Chamberlain, Mrs. H. Ritchie, Mr. J. Watson, Col. and Mrs. J. W. Craig, Mr. H. S. Woolley, Mr. G. M. Wood, Mr. Arthur Gossell, Mrs. C. B. Williams, Mrs. W. Patterson, Mr. Chas. Reich, Mrs. B. M. Lauritzen, Mr. Alex. H. Hazell, Mr. Mark Baldwin, Mr. J. F. Bushnell, Mr. C. E. Vance, Mr. John McCaffrey, Mr. Frank Mattson, Mr. and Mrs. F. Gundersen, Mr. Albert Haynes, Mr. Galvin Stark, Mr. Thomas Phillips, Mr. J. Arguelles, Mr. R. M. Calbo, Mr. Lawrence J. Boyle, Mr. George J. Persina, Mr. F. H. Partridge, Mr. George Finlay, Mrs. Ruth Prepper, Miss E. Smith, Miss A. E. Ulrich, Mr. Charles Gascon.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Kashmir* arrived in London at 8 a.m. on September 30th.
The Admiral Oriental liner *President Jackson* sailed from Seattle on Sept. 29th, and is due at this port on October 14th.
The J.M.S. *Empress of Canada* sailed from Yokohama on Saturday afternoon (September 29th).
The s.s. *Pezoma* (Blue Funnel Line), for New York and Boston, left Shanghai on the 29th ult. for this port via Keelung, and is due here to-morrow.
The s.s. *Typhoon* (Blue Funnel Line), from Pacific Ports, left Nagasaki at noon on the 1st ult. for this port, and is due here to-morrow.
The Admiral Oriental liner *President Jackson* sails for Manila at 5 p.m. on October 4th, and is due at that port at 7.30 a.m. on October 6th. She leaves Manila at 5 p.m. on October 9th, lying due at this port at 7.30 a.m. on October 11th, and will sail for Seattle and Victoria, via Shanghai, Kobe and Yokohama on October 15th, at 10 a.m.

VESSELS EXPECTED.

Amoy (E. & A.), due to-day, 6 p.m.
Bakersfield (Admiral Oriental), due Oct. 15th.
Benzarick (Ben Line), due October 15th.
Chili (M.M.), due October 16th.
Chianca (Blue Funnel), due Oct. 24th.
Hakua (I. & O.), due Friday (3rd inst.), 7 a.m.
Machuan (Blue Funnel), due Oct. 16th.
Sofala (I.L. & Apear), due Oct. 4th.
Torilla (B.L. and Apear), due October 6th, a.m.

MOTOR SHIP ENGINEERS.

SCARCITY OF CERTIFICATED MEN.
In view of the increase in the number of motor ships, and the difficulties connected with the supply of engineer officers, a conference, convened by the Mercantile Marine Department of the Board of Trade, was held at Sanctuary Buildings, Westminster, on August 29th, to discuss the regulations under which certificates are issued to engineers in the mercantile marine. In 1921 the Board of Trade found that the number of engineers who had then obtained motor certificates was quite insufficient to meet the requirements of the motor-ships in service or under construction, and they decided to extend the transitional period until January, 1924. The Board, being of opinion that they could not sanction any further extension of the present arrangements, sought the views of representatives of the interests concerned at the conference held on August 29th. The Board's decision will be announced in due course.

WEATHER REPORT.

October 2nd at 12.15.—Pressure has decreased slightly at Chefoo and in the extreme South. It is nearly stationary over Indo-China and the Philippines and has increased moderately to slightly elsewhere.
The anticyclone is probably moving eastward.
The typhoon is still up. Another is forming to the S.W. of Guam.
Hongkong rainfall for the 24 hours ending at 18 hours, 2nd October, 0.00 inch. Total since January 1st, 88.18 inches, against an average of 70.56 inches.
The forecast for the 24 hours ending at 18 hours, 3rd Oct., is as follows:—
District Forecast
Formosa Channel ... S or variable winds, moderate.
Hongkong to Gap Rock ... N.W. or variable winds, moderate; fair at first, some rain later.
South coast of China between Hongkong and Lanchow ... do.
South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 2nd.			
	Previous On Date	On Date	Day
	at 2 p.m.	at 2 p.m.	at 2 p.m.
Barometer	29.72	29.77	29.76
Temperature	87	79	87
Humidity	42	39	39
Wind Direction	NW	SSE	N
Force	2	1	4
Weather	c	c	c
Rain	0.00	0.00	0.00

Highest open-air temperature on 1st ... 87.
Lowest open-air temperature on 2nd ... 71.

HONGKONG TIDE TABLE.

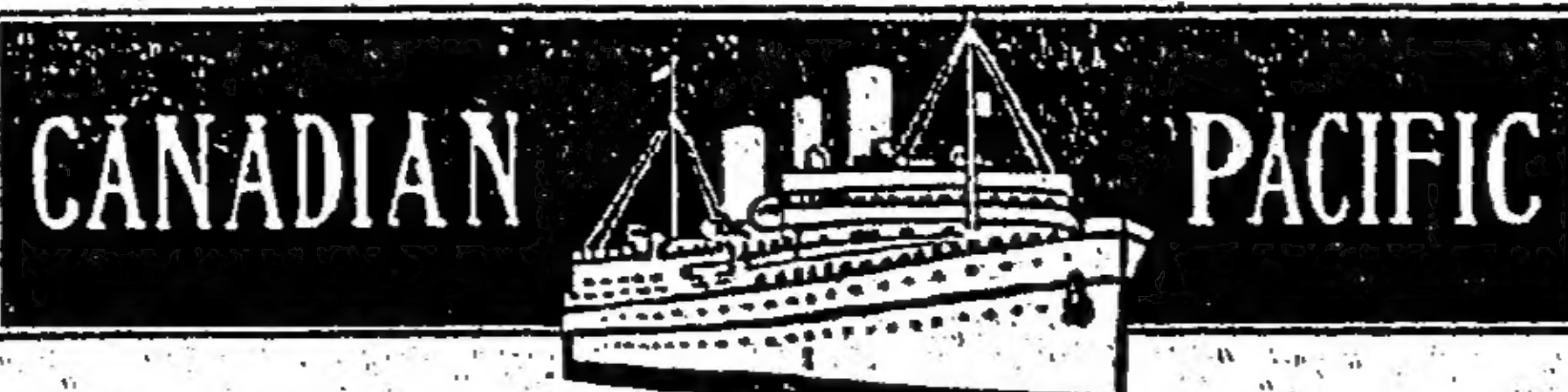
From October 3rd to 9th, 1923.					
High Water.			Low Water.		
Days of Week	Days of Month	H'kong Standard Time	Days of Week	Days of Month	H'kong Standard Time
Wed.	3	1 18	6	5	10 6 3 1
Thur.	4	2 31	6	4	11 23 2 9
Fri.	5	4 4	5	3	8 30 4 8
Sat.	6	5 53	5	2	11 8 4 6
Sun.	7	7 18	4	1	5 12 2 2
Mon.	8	8 30	3	0	0 27 4 2
Tues.	9	9 45	2	0	1 42 3 1
		10 58	1	0	2 15 2 5
		12 13	0	0	3 27 2 2
		1 28	0	0	4 40 2 2

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAMNAVIGATION CO.'S STEAMER "SOUTHERN".

Arrived Hongkong on 27th SEPTEMBER, 1923.
From BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the ontyong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo from Persian Gulf via B.S.N. and B. & P.S.N. Co.'s Steamers. Optional Goods will be landed and stored in any Godown at the wharf, to the contrary 6 hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival will be subject to rent.
No Fire Insurance will be effected by a in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's surveyors, Messrs. COPELAND & DOUGLAS at 10 a.m. on Mondays and Thursdays.
All claims must be presented within ten days of the steamer's arrival here after which they cannot be presented.
No claims will be admitted after the goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 30th September, 1923. [1923]



THE EMPRESS OF RUSSIA

WILL SAIL FROM

HONGKONG

For Vancouver via Shanghai, Nagasaki Kobe and Victoria.

10.00 A.M., THURSDAY, OCTOBER 4TH
instead of NOON as originally advertised.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.
First class throughout. £120
Mono class steamers on the Atlantic. £112-£110
HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.
STEAMERS
TAIYO MARU (omit Shanghai), ... 22,000 tons, Oct. 8th.
TENYO MARU ... 22,000 tons, Oct. 27th.
KOREA MARU ... 20,000 tons, Nov. 5th.
SHENYO MARU (calling at Manila and Keelung), ... 20,000 tons, Nov. 18th.
SIBERIA MARU (calling at Dairen), ... 20,000 tons, Nov. 28th.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLENDINO, AFRICA AND IQUIQUE.
THENCE BY TRANS-ANDALUS ROUTE TO BILBAO.
STEAMERS
ANYO MARU ... 18,700 tons, ... October 20th.
SEIYO MARU ... 14,000 tons, ... December 4th.
RAKUYO MARU ... 18,500 tons, ... January 16th.
JAPAN-HONGKONG-JAVA SERVICE.
OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.
STEAMER DESTINATION LEAVE HONGKONG
PERSIA MARU (Moji, Kobe and Osaka), ... October 3rd, Noon.
NEW YORK LINE. (Freight only.)
VIA YAMA AND SUEZ.
STEAMER
MEIYO MARU (calling at Philippine Islands), ... October 15th.
For full information regarding Passengers, Freight & Sailing.
Apply to: Y. TSUTSUMI, Manager.
Agents at Canton: King's Building, Tel. No. C. 2374 & 2375.
Messrs. T. E. GRIFFITH.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line.
For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.
SS. "LEGAZPI" ... 1st Nov.
SS. "C. LOPEZ Y LOPEZ" ... 19th Dec.
For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
SS. "LEGAZPI" ... 14th Oct.
SS. "C. LOPEZ Y LOPEZ" ... 1st Dec.
The steamers of this Company are all classed 100 At at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.
Stewards and Doctor carried.
For Freight and/or passage apply to: BOTELHO BROS., Alexandra Building, Hongkong.

Thos. Cook & Son.

BANKING AND EXCHANGE DEPT.
COOK'S CIRCULAR NOTES combine
MAXIMUM SAFETY with CONVENIENCE.

A special feature is the precautions Taken to ensure
the maximum safety possible.

Ask for descriptive booklet at any of our offices.

Head Office: LUDGATE CIRCUS, LONDON, E.C. HONGKONG HOTEL BUILDING
Telegraphic Address: COUPON; Telephone: Central Nos. 524-5

THE RED HAND

COMPOSITIONS LIMITED.
LONDON.

Contractors to the Admiralty, India Office, War Office,
Crown Agents for the Colonies, &c.

"THE RED HAND BRAND."

Antifouling Compositions for Ship's Bottoms.
Anticorrosive Paints, Ready mixed, for all purposes.

Supplies available from:

DODWELL & CO., LTD.
SOLE AGENTS.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... Thursday, Oct. 4th, at 5 p.m.
S.S. "PRESIDENT TAFT" ... Wednesday, Oct. 10th, at Noon.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND
POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO LOS ANGELES SALT LAKE CHICAGO NEW YORK.	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE PARK NIAGARA FALLS.

HONGKONG-MANILA

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" ... Oct. 4th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK, MASSEY & CO., LTD.



SAILING SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G.3405, G.3420, G.3440

KAGA MARU ... Monday, 15th Oct., at 11 a.m.
IYO MARU ... Thursday, 4th Nov., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HAKOZAKI MARU ... Monday, 8th Oct., at 4 p.m.
HAKUSAN MARU ... Monday, 22nd Oct., at 4 p.m.

HAMBURG via LONDON & ROTTERDAM.
MATSUMOTO MARU ... Sunday, 7th Nov.

LIVERPOOL via MARSEILLES & VALENCIA.
LYONS MARU ... Wednesday, 21st Oct.

SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.
AKI MARU ... Wednesday, 14th Nov.

NEW YORK & BOSTON via PANAMA.
TORA MARU ... Wednesday, 17th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.
SADO MARU ... Wednesday, 10th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
AWA MARU ... Monday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Thursday, 11th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
CALCUTTA MARU (Omitting Shanghai) ... Thursday, 4th Oct.

ROZAN MARU ... Tuesday, 9th Oct.
KAMO MARU ... Saturday, 13th Oct.

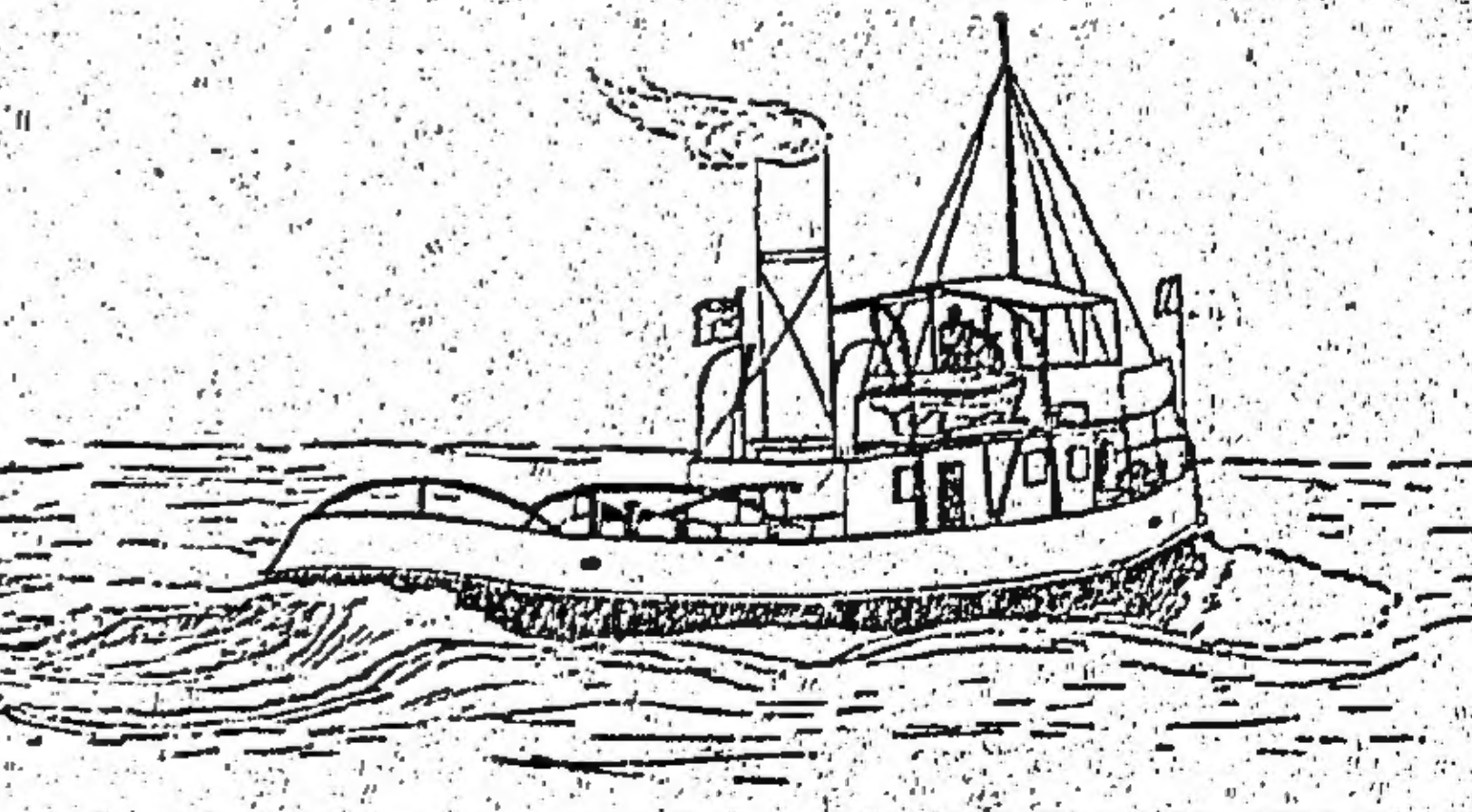
WAKASA MARU ... Tuesday, 16th Oct.

For further information apply to: NIPPON YUSEN KAISHA.
Telephone: Central Nos. 292, 293 & 2422. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers.
Vessels built and shipped for re-erection abroad.



OLD-TRIED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Folios, Makers, Founders and Constructional Engineers and Repairers

ELLEMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

CITY OF LINCOLN

12th October

Marseilles, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

CITY OF KARACHI	21st October	Shanghai and Kobe.
CITY OF KARACHI	27th November	Marseilles & London.
CITY OF PARIS	2nd January	Do.
CITY OF CANTERBURY	21st February	Do.
CITY OF YORK	30th March	Do.
CITY OF CAIRO	15th April	Do.

FARES TO LONDON.

SINGLE	1st Class	2nd Class
RETURN	<div style="display: flex; justify-content: space-between;"> "A"... 92. "B"... 84. </div> <div style="display: flex; justify-content: space-between;"> "A"... 181. "B"... 142. </div>	<div style="display: flex; justify-content: space-between;"> "A"... 62. "B"... 56. </div> <div style="display: flex; justify-content: space-between;"> "A"... 103. "B"... 98. </div>

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 780).

HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK
Joint Service of the
'BLUE FUNNEL' LINE
 OCEAN M. S. CO., LTD., AND CHINA MUTUAL S. M. CO., LTD.
 AND
AMERICAN & MANCHURIAN LINE
 (SHELLERMAN & SUCKNALL, S. S. CO., LTD.)

sailings from Hongkong.

A.S. "PERSEUS"	...	...	...	...via Suez Canal	...	...	5th Oct.
A.S. "KARONGA"	...	...	...	...via Suez Canal	...	...	15th Oct.
A.S. "ALCINOUS"	...	...	...	...via Suez Canal	...	...	25th Oct.
A.S. "CITY OF OREN"	...	...	...	...via Suez Canal	...	...	5th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.
 For freight and particulars apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
 (ROBIN SMITH & SONS, LTD.)
HONGKONG, CANTON, HONGKONG, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES		M.	
SHEEP ICE CONTRACTUALS			
Mail Steamers.	Next Sailings from Marseilles.	For Arrivals from Siam, and Sailing for Siam, and Japan.	Proceeding from Hongkong to Marseilles.
GORDILERE	—	—	16th Oct.
ANGERS	—	—	30th Oct.
DELL	5th Sept.	10th Oct.	13th Nov.
PONTHOS	21st Sept.	24th Oct.	27th Nov.
ANGOR	5th Oct.	7th Nov.	11th Dec.
CHAMBERL	19th Oct.	22nd Nov.	29th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and Free Doctor's Attendance).

A CLASS	1st Class.....	88. 0s. 0d.	B CLASS	1st Class.....	88. 0s. 0d.
STEAMERS	2nd	52. 0s. 0d.	STEAMERS	2nd	52. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation served in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO, PASSENGERS).

M.S. C. P. "LECOQ" loading for ALGER, ORAN, HAYE, ANTWERP, DUNKIRK,
about 13th Oct., and may eventually call at Liverpool, Valencia, Casablanca,
Bordeaux, Rotterdam (if sufficient inducement offers).

Also through B'king issued to HELSINGFORS, REVAL, and RIGA.

Shipings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.
2, Queen's Buildings,
Telegrams: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms.
and Excellent cuisine

SWATOW, AMOY & NOOCHOW
AND RETURN


(Occupying 9 or 10 Days)

HAIPHONG,	Capt. W. C. Pasmore	Friday,	25th Oct.	at 1 p.m.
HAIFUONG	Capt. Ellis Walker	Tuesday,	29th Oct.	at 1 p.m.

Arrivals and Departures from the Company's Ward, Inner State Road.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
(General Managers)


JAPAN COAL
AND
GENERAL IMPORTS & EXPORTS
AGENTS FOR—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
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**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALANIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

SS	Tons	From Hongkong (about)	Destination
"MAN'UA"	10,982	24th Oct. Midnight	"Bay, Mars, Gib, L'don & A'way
"SODAN"	6,696	17th Oct.	"Spore, Penang, Colombo & "Bay
"KARMA"	9,038	19th Oct.	Mars., London & Antwerp.
"CALDONIA"	7,623	2nd Nov.	"Bay, Mars, Gib, L'don & A'way
"NELLOR"	6,663	31st Nov.	Mars., London, Antwerp & R'dam
"SICILIA"	8,813	14th Nov.	"Spore, Penang, Colombo & Bombay
"MALWA"	11,441	16th Nov.	Mars., Gib, London & Antwerp.
"NYANZA"	7,023	24th Nov.	Marseilles, London & Antwerp.
"KALYAN"	9,062	30th Nov.	do.
"SODAN"	6,696	18th Dec.	"Spore, Penang, Colombo & "Bay
"DEVANHA"	8,092	14th Dec.	Mars., London & Antwerp.
"KAISAR-I-HIND"	11,430	25th Dec.	"Bay, Mars, Gib, L'don & A'way

1924.		MARSEILLES & LONDON	
		{ via Usual Ports of Call.	
"FIVA"	9,097	11th Jan.	do.
"MACEDONIA"	11,080	25th Jan.	do.
"FASHGAR"	8,940	8th Feb.	do.
"MOREA"	10,811	22nd Feb.	do.
"KARMA"	4,068	7th March	do.
"VALDERA"	15,693	21st March	do.
"PEITA"	8,907	4th April	do.
"CHINA"	7,952	18th April	do.
"KALYAN"	9,062	2nd May	do.
"KASHMIR"	8,660	16th May	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA" "TORILLA"	6,949 5,205	8th Oct. 29th Oct	Singapore, Penang & Calcutta. do.
EASTERN & AUSTRALIAN SAILINGS (South)			
"ARAFURA" "ST. ALBANS" "EASTERN"	5,000 4,500 4,000	8th Oct., Noon 2nd Nov. 1st Dec.	Manilla, Sandakan, Thursday Ternate, Samarilla, Brisbane Sydney & Melbourne

Frequent connections from Australia with the following:-
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape
 The New Zealand Shipping Co's Steamers to Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN			
"MALWA"	10,941	6th Oct.	D.L. Shanghai, Moji & Kobe.
"TORILLA"	5,205	7th Oct.	Aomori, Shanghai, Moji & Kobe.
"SOFALA"	5,381	9th Oct.	Kobe direct.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.
"KALYAN"	9,662	12th Oct.	Shanghai, Moji & Kobe.
"CALEDONIA"	7,923	20th Oct.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

• Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting for the carrying steamer.

First Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabbies are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passengers, Freight Handbooks, etc., apply to—

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Agents.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**
and
NEW YORK.

8.S. "CELTIC PRINCE"	115	100	100	on 4th October.
8.S. "SLAVIC PRINCE"	100	100	100	on 31st October.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain)
St. George's Building

S. S. L.			
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION			
LONDON, HAMBURG, ROTTERDAM & ANTWERP - via Singapore			
Colombo, Rangoon and Port Said.			
"LONDON MARU"	...	Wednesday,	10th Oct.
"PARIS MARU"	...	Monday,	22nd Oct.
NO DE JANEIRO, SANTOS, & BUENOS	...	AIRES - via	Saigon
Singapore, Colombo, Durban and Capetown.			
"CANADA MARU" (Call at Montevideo)	...	Friday,	2nd Nov.
OMSAI via Singapore and Colombo.	...	...	...
"BORNEO MARU" (Call at Penang)	...	Friday,	5th Oct.
"BIMALATA MARU"	...	Saturday,	20th Oct.
ANGKOR - via Singapore & SINGAPORE.	...	...	...
"BUSBO MARU"	...	Thursday,	1st Nov.
ALOUITA via Singapore & Bangkok.	...	...	...
"MALAY MARU"	...	Friday,	19th Oct.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and	...	...	...
Yokohama, Kobe, and Hong Kong.			
"ARABIA MARU"	...	Wednesday,	2nd Oct.
NEW YORK - via Hong Kong, San Francisco and Panama.	...	...	...
"HAGUE MARU"	...	Middle of	Oct.
JAPAN PORTS - Kobe, Osaka, Yokohama & Nagoya.	...	...	...
"INDO MARU"	...	Tuesday,	8th Oct.
"AMUR MARU"	...	Monday,	22nd Oct.
HEELUNG - via SWATOW & AMOY.	...	...	...
"KAIJO MARU"	...	Sunday,	7th Oct. 10 a.m.
"SUMA MARU"	...	Sunday,	14th Oct. 10 a.m.
AKAKO - via SWATOW & AMOY.	...	...	...
"OSBU MARU"	...	Thursday,	11th Oct. 8 a.m.
AKAKO - via KEELUNG	...	...	...
"SOUBAYAMA MARU"	...	Thursday,	4th Oct.
For further particulars apply to the Agents.			

Central No. 1020, OSAKA SHOSEN KAISHA,
K. SHIMA, Manager

CHINA NAVIGATION CO.,

LIMITED.			
BAILLIES SUBJECT TO ALTERATIONS			
From	To	Ships	Dates of Departure
MANILA	...	"TAXING"	On 3rd Oct. 4 p.m.
SWATOW & SHANGHAI	...	"SOOCROW"	On 4th Oct. 10 a.m.
HOIHOW & SINGAPORE	...	"CHINEHA"	On 5th Oct. 10 a.m.
BHANGHAI & TSINGTAU	...	"SINKLANG"	On 1th Oct. 3 p.m.
CHIFONG & NEWCHOW	...	"SHANGHAI"	On 6th Oct. 1 p.m.
SHANGHAI & TIENTSIN	...	"CHEKIANO"	On 7th Oct. 10 a.m.
SWATOW & SINGAPORE	...	"KANGSCROW"	On 7th Oct. 10 a.m.
SWATOW & SINGAPORE	...	"KINGUAN"	On 7th Oct. 4 p.m.
SWATOW & BANGKOK	...	"KWANGSCROW"	On 9th Oct. Noon.
HOIHOW, PAKHOE & HAIPHONG	...	"YUNNAN"	On 10th Oct. 10 a.m.
MANILA	...	"TEAN"	On 10th Oct. 4 p.m.
AMOI, SWATOW & SINGAPORE	...	"KWANGTANG"	On 11th Oct. 1 p.m.
ANTUNG	...	"WUEHU"	On 11th Oct. 1 p.m.
WEIHAUWEI & TIENTSIN	...	"KUEIOHOW"	On 14th Oct. 1 p.m.
SWATOW & BANGKOK	...	"KALGAN"	On 16th Oct. Noon.

SHANGHAI LINE.—Excellent Canton accommodation, amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tungshing). Cargo taken on through Billading to all European and North China ports. For freight rates and conditions of passage apply to the Company at Wharfedale.

BANGKOK LINE.—Regular service leaving Hongkong Tuesdays and Saturdays for Bangkok via Swatow maintained by new "K" class steamers, attractive fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—
TELEPHONE CENTRAL 52.
BUTTERFIELD & SWIRE
HONG KONG & SHANGHAI, LTD.
Agents.
CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (Sole Gen'l & Sec., Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.		
S.S. "TAIYUAN" TO AMOY.		
Steamer	At Hongkong from Australia	Leave Hongkong for Manila Sardakan, & Am. Ports
"TAIYUAN"	5th October.	11th October.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Free, Preserves, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage, apply to—

HUTCHINSON & SWEET
(JOHN SWAN & SONS, Ld.) Agents

Telephone Central No. 32.

STRUTHERS & BARRY
OPERATING U.S. GOVERNMENT SHIPS

EXPRESS FREIGHT SERVICE.

**TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.**

U.S.S.B. "West Carmona" Due Hongkong 4th Oct.
... .. Leave Hongkong 12th Oct.

U.S.S.B. "Muras" Due Hongkong 25th Oct.
... .. Leave Hongkong 31st Oct.

**CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WHARF
BILLINGS FOR ATLANTIC SEABOARD SHIPS THROUGH BILLS OF
LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.**

TO SINGAPORE.

U.S.S.B. "West Cactus" Due Hongkong 4th Oct.
... .. Leave Hongkong 12th Oct.

U.S.S.B. "West Ivan" Due Hongkong 30th Oct.
... .. Leave Hongkong 31st Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P. I. PORTS.

U.S.S.B. "West Soquema" Due Hongkong 31st Oct.
... .. Leave Hongkong 1st Nov.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,
General Agent for
JAPAN-CHINA-PHILIPPINES.
INDU-CHINA-STRaits & JAYA.

**1st Floor, Queen's Building,
Phone Central No. 3004.**
E. A. HEYUM, Res. Agent.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SURUGA"	... ..	sailing on or about 18th Oct.
S.S. "BULTON CASTLE"	... ..	sailing on or about 12th Nov.

LLOYD TRIESTINO.

* * *

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING, FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS &c.

FOR SHANGHAI YOKOHAMA & KOBE.
 11. "FIUME-L" --- --- --- sailing on or about 2nd Nov.
FOR BRINDISI, VENICE & TRIESTE
 Via SINGAPORE, PENANG & COLOMBO.
 12. "VENEZIA" --- --- --- sailing on or about end of Oct.
 13. "FIUME-L" --- --- --- sailing on or about end of Nov.

NATAL LINE OF STEAMERS.
From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS
S.S. "UMSINGA" ... sailing from Calcutta on or about 16th Sept.
... from Calcutta and Colombo
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
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*Correspondence bearing vessel's name only.

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BUTTERFIELD & SWIRE
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AGENTS.

D. M. BIGGAL
MANAGER.

Attractive rates for all kinds of Dep
enquiries are welcome.
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K. C. LA
Chief Man

2nd October, 1923

C. E. GOY
Acting, M.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

HEAD OFFICE:

4, Des Vœux Road,
Hongkong. 15th September, 1923.

HEAD OFFICE:—
10, Des Voeux Road C.

Office: 131, Fleet Street, E.C. 4

Established, 1924.

Journal of Management Studies, 19(6), 701-718.

(TAIWAN GENK
ortated by Special

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Hongkong. 15th September, 192

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Bond Yen

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